CYCLE NEWS

15¢

Volume III Number 12
Week of March 31 through April 6, 1966

APRIL FOLLIES EDITION

HAPPY APRIL FOOLS DAY

FRACTURES THUMB WHILE POSTING TRAIL

"#$%&@*£¢%" Ruben Glersh was quoted as saying when he hit the nail right on the thumb recently while hammering up a "No Motorcycles" sign on a wilderness trail. There has been an epidemic of thumb mashing among the anti-motorcycle set ever since they successfully bulldozed the state legislature into passing a law permitting wilderness trails to be declared off limits to vehicles by the simple posting of a sign. Although the Sierra Clubbers aim is obviously way off, perhaps a fact that contributes to the epidemic is that they still use stone axes. APRIL FOOL!

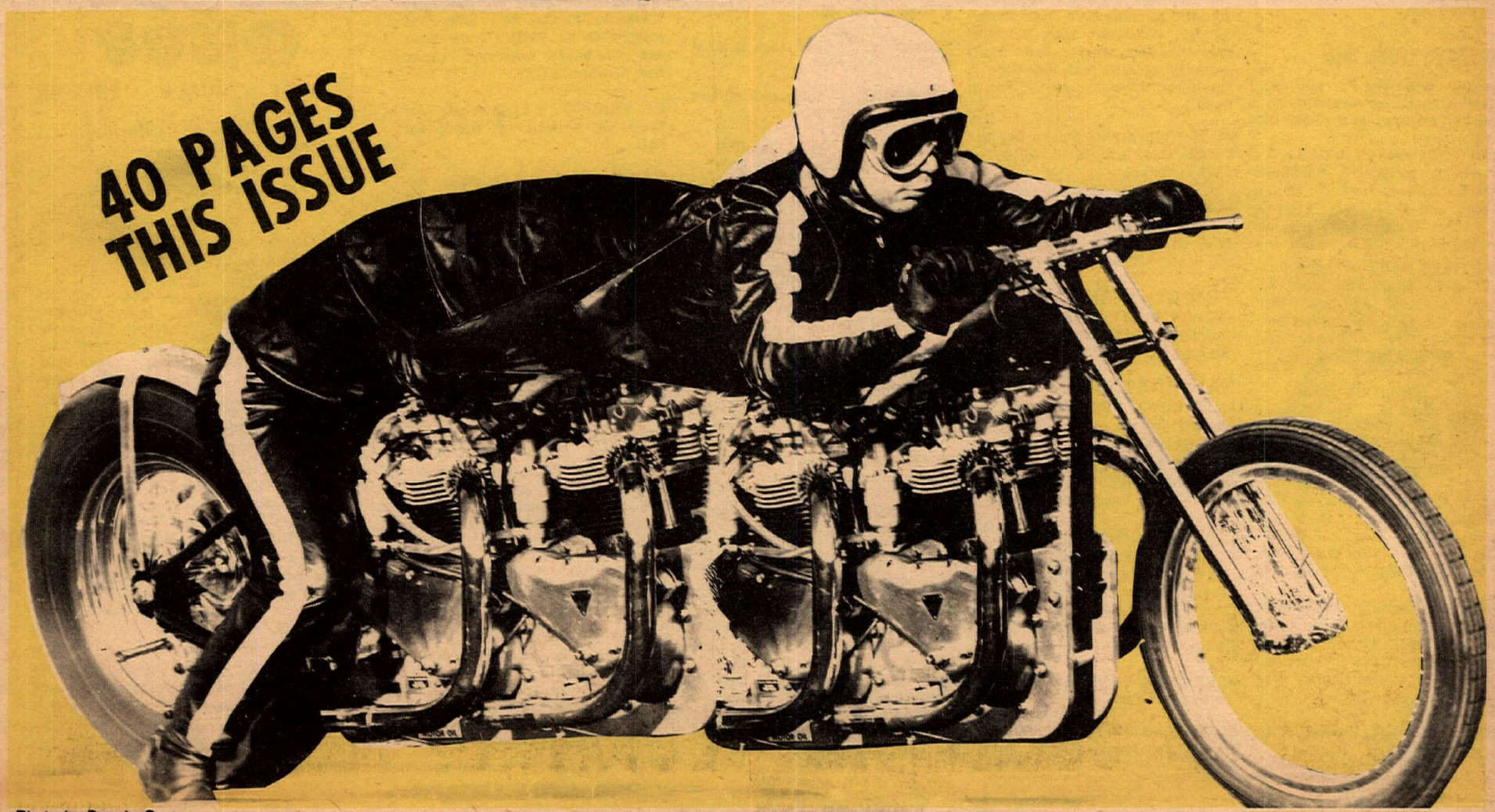


Photo by Dennis Greene

ANDERSON FOR GOV.

Although it is well known that Lieutenant Governor Glenn Anderson is a fearless, capable administrator (remember how he personally quieted the Watts riots before the Governor arrived on the scene?), it is also true that the Lt. Gov. is a staunch cycle enthusiast. He has appeared in his official capacity at many California racing events including presenting the trophies to winners of the Sacramento 20-mile National every year.

If it is not too late, perhaps Lt. Gov. Anderson could be persuaded to throw his hat in the ring and try for his party's nomination. He may not be as good an actor as Reagan or as bad as Brown, but we think he would make an even finer Governor than anyone. He has the experience... come to think of it, this may not be a foolish suggestion after all.

H'A's Invited as Guest of Honor at Funeral

Whereas by their own admission, California's worst acting and best-publicized motorcycle gang is "Born to Lose", the Hell's Angels and all their kind are urged to get it over with as soon as possible and take advantage of once-in-a-lifetime offer made by Cycle News. Every Hell's Angel that will commit suicide in the next three days will be given an all-expense paid, deluxe Funeral courtesy of your friendly newspaper.

All arrangements will be in the worst of taste a la H.A. tradition. We really dig you fellows... like six feet deep!

ULTIMATE DRAGSTER?

An impressive list of new A.H.R.A. World Records were established at Lions Drag Strip last Sunday. **Now to get serious:** By Bob Ebeling

Among the fast and spectacular, two brands of machines can be nominated as outstanding; Suzuki and Triumph.

Steve Rowles, who is sponsored by Glendora Sport Center, established an E.T. record of 14.74 seconds on his 250cc Suzuki. This bike was in full street trim yet this was not required in his class. His was an accomplishment which deserves applause.

The fastest elapsed time and speed record of the meet was set by Nira Johnson on his 650cc Triumph Gas drag bike. An 11.94 second 3.5 and 115.83 mph can be considered outstanding regardless of the engine displacement.

Every brand of machine that performed performed at this meet deserves recognition for their fine efforts to prove the full truth and quality in performance. The records are all in the results section of Cycle News and when someone tells you of his bikes' superiority this

(Continued on page 40)

HAPPY APRIL FOOL

With this issue coming out just before April Fools Day, 1966, we feel we have sufficient excuse to rid our systems of some of the nonsense that accumulated in our tenth year of motorcycle journalism. We wish to thank many of our advertisers for going along with the gag and hasten to assure our readers that we shall be back to normal (?) by next week. We hope you'll understand how it is...all in the spirit of fun.

AT THIS TIME...

...It gives us great pleasure to announce the winners of the first annual Cycle News April Folly Awards, for outstanding foolishness in motorcycling during the past year.

Grand prize of a solid brass dunce cap (approved by the Shnell Foundation) goes to... the Motorcycle and Allied Trades Association for approving Mr. Arnold Mende as chairman of the national public relations committee for motorcycling. Mr. Mende is the very same nitwit who approved the national ad slogan "There's no stigma to riding a Vespa."

To Royal Dutch Shell Petroleum Company goes the plastic wall placque with a right hand on the front and a left hand on the back (neither knows what the other is up to) for sponsoring a TV show that depicted motorcycle riders as thugs when one of their very own subsidiaries is U.S. distributor for a popular imported cycle.

For donating over $3,000 cash to Charity without sidetracking one cent to publicize their good deed, the Southern California Road Riders Committee wins our Modest Marvin trophy which all the clubs may exhibit if they dare.

To the California State Motor Vehicle Department goes our Boner of the Year award (civil service division) for issuing instructions that the 1966 license tags should be put in the same place as last years tags when their own Vehicle Code specifies tags should go on alternate sides of the plate.

Winning over some stiff competition for the Most Fatuous Fellow, our poke-with-a-spoke award for 1966 goes to J. C. Coffey. No inscription.

To Lynne Wineland for managing the affairs of the U.S. drag team in England goes a movie camera mounted in a Mousketeer cap.

And Last, and certainly least, to the Saturday Evening Post for their feature article glorifying on the animals who treat motorcycling as the vice of California, goes the Adolf Hitler award for irresponsibility in Journalism.

----The Editor

Ascot Double Header

THIS WEEKEND

No fooling, the 8th straight season of weekly half-mile racing starts Friday night, April 1st at Ascot Park under the sponsorship of J. C. Agajanian.

Ready to try for another championship, is current national dirt track Champion, Sammy Tanner. Dan Haaby, who ranked second to Tanner last year at both Ascot and in the final A.M.A. national standings, will also be back, with his eyes on the title. Both of these men will be BSA-mounted for C.R. Axtell and Gary Bray respectively, who backed them last year.

Coming up to the Expert class will be the finest group of amateurs to ever compete at Ascot. Eddie Hammond, Jim Nicholson, Chuck Jones, Gene Romero and Paul Conserriere will be pitting their abilities against the top names like Tanner, Haaby, Ralph White, Mert Lawwill, Neil Keen, Guy Louis and many more of the nation's best experts.

Following Friday night's flat track racing, will be the third TT steeplechase of the season, now running on Saturday night at 7 p.m. under the lights.

CYCLE NEWS HAS ONLY FOUR COLUMNS PER PAGE (We do not participate in 5th column activity)

CALENDAR OF EVENTS

APRIL 1, 1966

FLAT TRACK – Start of 1966 night half-mile season at Ascot Park, 189th and Vermont in Gardena.

SATURDAY, APRIL 2nd.

TT STEEPLECHASE–Ascot Park, 189th and Vermont in Gardena. Starts at 7 p.m.

SUNDAY, APRIL 3RD

MONEY SCRAMBLES Bay Mare track. Limed from Ventura Fry & Hwy 34 offramp, near Camarillo.

HILLTOPPERS NATIONAL HARE & HOUNDS RESCHEDULE. Limed from Y at Lucerne, and also from Barstow. 10 a.m. Sharp. Souvenir and finishers pin. AMA points run.

FUN FIELD MEET – Prospectors M.C. at El Mirage Dry Lake, 15 miles west of Adelanto. All visitors Welcome. For further info call 323–7933.

HARE SCRAMBLES–American Fifty Assoc. event for trail bikes. Two classes, 55cc and 100cc. 10:30 a.m. start. Limed from the top of Cajon Pass at Summit Inn.

SCRAMBLES–Imperial Valley M.C. at the Calif. Mid-winter Fairgrounds in Imperial. Practice 9:00 a.m. First race 1:00 p.m. Class C Traction. No women or children in pits. Dist 37-A points.

SCRAMBLES– 11th Capitol City M.C. at Dixon

SCRAMBLES – Modesto M.C. at Modesto Reservoir Dist. 36. Take Hwy 132 from Modesto to Waterford Limed from Waterford.

MOTO-CROSS SCRAMBLES – ACA opener at New Irwin Park Course. Near Santa Ana Canyon Rd. 10 miles west of Corona. Grass, sand, rough. Knobbies recommended. FIM rules, full leathers required. Entries close at 10:30. All licenses ok. No pie plate numbers.

MONEY EUROPEAN SCRAMBLES–Don Watkins presents another in the series running each Open Sunday for '66. All desert rules and rider classification adhered too. Starts promptly at 8:30 a.m. Location is limed from Hwys 395 and 66 (Phelan Road.)

ROAD RUN–Mickey Mouse Run by Pacific Coasters. Call (714) 897–3309 for info.

ROAD RUN–Poker Run. Navy City M.C. at Vallejo. Dist. 36. Sign-up 10:00 to 11:00 a.m. Bettencourt's MC Shop, 420 Marin St., Vallejo.

FRIDAY, APRIL 8, 1966

INDOOR SHORT–TRACK Memorial Coliseum, Portland, Ore. N.R.A. sanctioned. First race 8:00 p.m.

SATURDAY, APRIL 9th.

ROAD RUN – Easter Egg Hunt by Channel Riders. Call (213) 336–2182 for info.

INDOOR SHORT–TRACK A.M.A. sanctioned Class "A". First race at 8:00 p.m. Long Beach Arena

SUNDAY, APRIL 10th.

TT SCRAMBLES–Tucson, at Eastside Cycle Park near Tucson. Californians invited. Practice 9:00 to 12:00 a.m. Hwy. 80 to Tucson. Go North on Wilmot to Eastside Cycle Park.

POKER RUN – Port Stockton M.C. run is cancelled.

POKER RUN – Delta Falcons M.C. present 3rd Annual Easter Poker Run. Sign-up 9:00 to 11:00 a.m. from Honda Shop on Hwy. 4 in Oakley. Entry fee $1.00. Limed course. Special trophy for Best Decorated Easter Helmet.

TT SCRAMBLES–Hi Boots M.C. at Dehesa. From 101 South take Hwy. 80 East through El Cajon. Get off Fwy. on 2nd Street going South to Jamacha St. Following Singing Hills signs past country club to Dehesa Rd. Follow Dehesa into Harbison Canyon. Lime starts at Dehesa.

SCRAMBLES–Fresno M.C. at Fresno. Dist. 36-A.

SCRAMBLES–Fairfield Eagles M.C. at Dixon. Dist. 36.

SCRAMBLES – Stanislaus M.C. at Modesto. Dist 36. Cancelled.

SCRAMBLES – Salinas Ramblers at Salinas. Dist. 36.

POKER RUN – Marin County M.C. Assn. at San Rafael.

SUNDAY, APRIL 17th.

HARE SCRAMBLES – by Sidehack Assoc. $3.25 entry including ambulance fee. One loop for trail bikes. Starts at 10:00 a.m. Pick up markers from Weevil Inn on Hwy. 138. Approx. 24.9 miles E. of Hwy. 99. 22.3 miles W. of Hwy. 6.

SCRAMBLES – Oilers M.C. Benefit Race for the Boys Club. New track. Limed from Hwy. 101 and Imperial Beach Turnoff. Well-watered and graded course.

TT SCRAMBLES–Los Padres M.C. Watch for details.

TT SCRAMBLES – 13 Rebels M.C. Watch for details.

POKER RUN–Road Ramblers. Call (213) 865–3655.

TRAIL BIKE FUN RUN – First of series of events to run on the 3rd Sunday of each month through Dec. 10:00 a.m. poker run, 1:00 p.m. field meet. No speed contests. Lots of trophies with special awards for youngsters and ladies. Free Bultaco will be awarded to hi-point rider of the year. Maximum displacement is 125cc and all machines must have mufflers and license plates. Entry is $2. Event will be cancelled in case of rain. Location is limed from Hiways 395 and 66 (Phelan Road).

ACA ROAD RACES – Carlsbad Raceway. All ACA classes including the 100cc class. Also two races for the production class. Practice begins at 9:30 a.m. Entries close at 11:30 a.m. Races start at 12:00 p.m.

ENDURO–125 Mile State Championship by Polka Dots M.C. at Auburn.

HILLCLIMB – Sportsman Class Hillclimb at Ospital Canyon. Dist. 36.

SUNDAY, APRIL 24th.

HARE SCRAMBLES – National Championship by Simi Valley M.C. Dist. 37 points. 10:00 a.m. start. Entry $4.25 including ambulance fee. Mail in using uniform entry blank, closing date April 10th. Post entry will be $5.25. Trail bikes and side-hacks welcomed. Limed from California City.

LT. WEIGHTS. – Lightweight Flat Track at Antioch by Wanderlust M.C.

SCRAMBLES–Sprockets M.C. Annual Tri-State Scrambles in Bakersfield.

SCRAMBLES – 16th Lodi M.C. at Lodi Cycle Bowl. Practice starts at 9:00 a.m. Admission $1.00 ride or watch. Dist. 36.

SCRAMBLES – Palo Alto M.C. at Fremont. Dist. 36.

POKER RUN– Annual "Hidden Destination" event. Trophies and awards galore! Starts at 8:00 to 10:00 a.m. at San Fernando Valley H–D Shop, 16113 Sherman Way, Van Nuys. Post entry, $1.75. Mail entries no later than April 17th, to Valleymen MC. % Harkleroad, 675 Watson, Simi, Calif. Mail entry $1.50.

APRIL 28–30, MAY 1, 1966

CYCLE WORLD MOTORCYCLE SHOW – Los Angeles Sports Arena.

APRIL 30–MAY 1st, 1966

ROAD RUN–29 Palms Spring Tour. Call any number listed at a road run event for info.

MONDAY, April 1, 1966984321

END OF WORLD – – Hope you enjoyed it!

CYCLE GNUS

APRIL FOLLY EDITION

(the Voice of California)
1185 East 19th Street
Long Beach, California 90806
or: Box 498, Long Beach, Calif.

Phones: L.A. Toll-free: 775-1967
9 a.m. to 5 p.m. (213) 591-6113
24 hours (213) 591-2088

Boss.....Chuck Clayton
Asst. Boss.....Sharon Clayton
Flunky.....Gaylene Thomason
Complaint Dept.....Maureen Lee
Atrocity Editor.....Jack Byrd
Go-fer.....Gil Brown
Art Director.....Ornette Coleman

Don't Blame The CONTRIBUTORS: Carl Bartlett, Dale Boller, Wes Cooley, Mike Crowley, Bob Ebeling, Robert O. Fee, Dennis Greene, Larry Haley, Bob Krips, Joe Lopez, Walt Mahony, Roxy Rockwood, John Ramos, Earl Roeseler.

Advertising rates and salesman will be sent on request.

Published 50 weeks a year in Long Beach, California. Entered as 3rd class mail at Long Beach Post Office. Any part of this newspaper may be used without permission as long as credit is given. Editorial contributions, cartoons, photos will be paid for upon publication. Self-addressed, stamped envelope assures return.

Single Copy Price.....15c
Subscriptions: One Year 3rd class mail.....$5.00

VERSE OF CALIFORNIA (Canadian division)

26° under unsettled skies
Snow covered paths
wrapping up a decade

This new one is proportioned
and of fine design
Almost everything has been
worked out
Good things man!

A feather touch and a firm seat
uncluttered movement
standing still in motion

So congratulations, cheers,
and thanks to you Charles
& if you had to do it over...

WM. GEORGETTE
Canada

OPEN LETTER TO MELVIN BELLI

Dear Mr. Belli:

Welcome to the "Let's Publicize the Hell's Angels Club." It is a fast growing club, comprised of Walter Cronkite, the "Run For Your Life" program, TRUE magazine, THE SATURDAY EVENING POST, and numerous other esteemed members of our mass media. The assumption of this club seems to be that the American people are extremely interested in the worst elements of their society. There is, of course, some validity in this thinking. It is the same kind of thinking that made CONFIDENTIAL magazine a profitable business, and keeps the tabloids in our larger cities in business.

The fact that the Hell's Angels constitute only a fraction of 1% of the motorcycling public is irrelevent. An analogy might be made to a minister who shoots his wife. He would be front page news, while the tents of thousands of God-fearing ministers are never mentioned in the press.

It is true that I was invited to attend your show when you interviewed Bob Grant on the Hell's Angels, but the way the show was handled was completely without direction as far as I saw it. I cut a fine Sunday afternoon ride short so that I could appear, thinking that...I would have a chance to represent the other side of the coin to your audience. I... was told to join a large group of people and applaud when you rode in in your "Hell's Angels" garb. I was under the impression that I would be invited to participate in some form of panel discussion. As the show progressed, and Mr. Grant defended the Angels, I began to realize that this was not going to take place and that if I wanted to speak for the motorcycling public, I'd better hurry up and do it. About that time it was announced that this was the end of this segment of your show, and there would be a brief intermission.

I introduced myself to members of your staff and asked why I hadn't been given an opportunity to speak, and they said that that was what the question period was all about and that I should have spoken up at that time. It appeared to me that they were arbitrarily selecting people at random from the audience, with no effort at all to have any of the industry's spokesmen in the group speak.

One lady in the audience asked why the Hell's Angels seemed to be thriving and growing. The answer is very simple; they thrive on the notoriety that shows like yours and Walter Cronkite's, and "Run For Your Life's" recent episode give them.

I realize that your show is based on controversy, and there is very little controversy about the average motorcyclist. Still, I would be grateful to you if you might suggest a place or a vehicle for airing the other side of the story. With millions of people now accepting sportcycling as a part of their lives, surely an interesting story could be told about where they do, what they do, what it is about motorcycling that captures their fancy, why people spend hundreds of dollars to buy these bikes, and the many facets of competition involved in motorcycling; i.e., hill climbs, scrambles, hare 'n hounds, road races, flat track races, etc.

DON GATELY
Yamaha Intl.

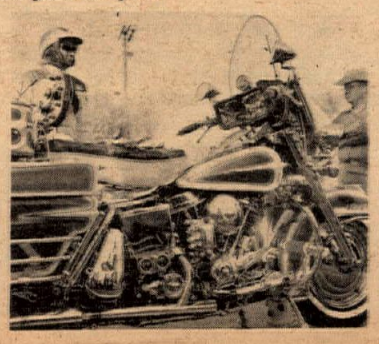
EDITOR–Mr. Gately's rebuttal to Grant's defense of the H.A.'s will air on Los Angeles TV channel KTTV at 11 p.m. Wednesday, April 6.

After looking over the issues that I have received so far I notice that there are hardly any photo's of full-dress machines in the papers. Being a road rider primarily I would like to see at least ½ of a page out of 16 pages devoted to us road riders even though we may be in the minority group.

You have a fine paper and the articles are very interesting but when almost every bike you look at is either stripped or of the racing type it sort of gets to you after a while if you happen to be the type that likes to see a full-dress machine whatever the brand so how about throwing a few bones our way occasionally, O.K. Ha Ha. Thanks for your time.

WILLIAM E. SWEENEY
Cape Vincent, N.Y.

EDITOR – For those kind words, here's a photo just for you.



A MOTORCYCLE JOURNAL

Continuing the adventures of our young heroes, Jim Nicholson, Marty MacDonald and Jim Ashmore as they continue their travels across Texas.

April 7, 1963. Sunday
DULL DAY

We drove over to the other side of the lake the next morning and cleaned up the truck. Later, we met a guy who came by on a Honda. He was fascinated by our sport of flicking bottle caps. Come to think of it, everyone who sees us flicking them is.

The way you do it, is place the bottom section of the cap on your thumb and your second finger on the edge and just snap your finger. I'm learning to do it better all the time, but Mark does it best.

We drove down to a do-it-yourself-type laundrymat and washed our clothes. Believe it or not, we didn't have any difficulties this time. We cooked a real good dinner in the shopping center parking lot, went back to the lake and wrote some letters, then went to sleep.

April 8, 1963. Monday
WENT WATER SKIING

Man, do we ever have to get a job! We got up at 10:30 today, ate breakfast and read the want ads in the newspaper. We didn't find anything at all. This got up upset a little, so we decided to take off for Oklahoma City after we looked around some more.

We were just ready to leave, when we saw three girls drive down to the lake about 100 yards from us. We decided to drive down to where they were and try to get acquainted with them. We started by asking questions about Fort Worth.

Later, we drove the truck down to the boat launching ramp and washed off the mud which we got over it going through the rain last night. The girls came over and helped us and in short time it looked just like it did when Mark and I left California.

Continued next week.

NO FOOLING, STREET RIDERS DESERVE A BREAK

THE STREET RIDERS' DILEMMA

By Chuck Clayton

"What do you do when it rains?" is a question most of us hear when we first appear among non-motorcycling friends on our cycles. I am fairly certain the logical answer was first spoken the day the thing was invented by Gottfried Daimler: You leave it in the garage.

Since the day that Daimler gave up making mechanical horses and started to make horseless carriages, it has been raining on motorcyclists more or less steadily. And it rains the heaviest on riders of the road.

"Everybody talks about the weather, but nobody does anything about it" used to be a funny saying, because when Mark Twain uttered it, there wasn't a darn thing anybody could do about the weather. Times, however, have changed. Not only can man control the weather literally nowadays, we can also take control of the "climate of opinion" that figuratively places a raincloud over the head of every two-wheeler on the road.

Doing Something About the Weather

Riders of the road are important to the motorcycle industry. They are even more important to society at large. Traffic congestion, air pollution and the conservation of our natural resources are three problem areas where the widespread use of motorcycle transportation would be of great help.

For twelve years now, I have found a motorcycle indispensable for commuting through traffic. I still wonder how all those car drivers I pass, suffocating stock-still in their own fumes, manage to stand it, day after day, morning and night. And then on weekends where do you find them? Queued up in the same long lines from ocean to desert, simmering in frustration and missing all the fun. This is living?

I have often wondered why some enterprising dealer doesn't erect a billboard alongside some particularly congested freeway artery near his store and point out to all the poor souls creeping along in their tin boxes that they could be at their destinations now, fresh and alert, if they rode cycles.

Riding a motorcycle on the public road is a lot more hazardous these days. Traffic speeds are faster and congestion is growing steadily worse. Fortunately the new bikes perform and handle much better than the bikes of yore, so skilled riders survive as well as they always have. But traffic is taking a terrible toll of teenagers and novice riders.

As a result, traffic cops are constantly on the peek for anyone riding dangerously.

Currently we have been hearing the complaint that the law is overzealous in its enforcement of that part of the California State Vehicle Code that deals with motorcycles.

I have not experienced that problem lately, since I now have most, if not all of the required equipment fitted to my road bike and I have learned to play a tune on the twistgrip that is pleasing to the ears of fuzz.

But once upon a time a Deputy Sheriff stopped your Editor while I was road testing a motorcycle for one of the monthly magazines. And in doing so (the streets were wet) he spun his police cruiser completely around. I don't know who was more terrified, him, his partner or me as the big black and white car squealed crazily up behind.

I moved a bit farther down the road to a safer spot and when they finally got the car straightened out, I found myself covered by a pistol. Wow. It took Sheriff Eugene Biscialuz to get me out of that one. So the moral, kiddies, is, live clean and ride like you're invisible or else you too may have a police car roll over on you and squash you flat.

Up until now, the only effective public relations campaign was that waged by the one percent booby fringe. Within the last few weeks however, some encouraging signs have appeared that the Good Guys may be mounting their chargers to put forth the positive side of motorcycle riding.

Although it is too soon to announce any details, a new TV show called "Cycle Time" will appear on KHJ—TV in color. And a program of cycle films and demonstrations is being put together to tour high schools in California.

True, these are only drops in the bucket compared to the deluge of anti-motorcycle propaganda that is being put forth by Hollywood and the fourth estate.

Two new feature films are in production right now starring the bad guys and featuring real live motorcycle bums in wide screen. Poor box office receipts will soon convince the producers that their judgement was faulty in stressing the worst aspects of the fun sport. Meanwhile, their disgusting plots will unreel at our theaters and on the TV tubes of America and overseas.

Next week — what we can do to win friends and influence the public.

Fun riders each got a flower to decorate the bike, as well as cold drink en route, courtesy Honda of Gardena.

FLOWERS, FISH & FUN

By Sharon Clayton

After seeing the whales and dolphins, riders split up to explore Palos Verdes where their whim, takes them.

A totally different motorcycle group was created by Honda of Gardena on the most recent of their monthly poker runs. Each of the 44 entries received a bouquet of colorful artificial flowers which they placed on their machines, making quite a show as they rode the route which lead them around the Palos Verdes Peninsula, with a stop at Marineland.

This progressive dealer even furnished a hot dinner and cold drinks to the riders, who had taken the opportunity to have fun with their motorcycles on a lovely day.

Paul Thompson received the trophy for best-dressed rider, and the highest poker hands were held by Kathy Gibbs, Mike Bates and Garry Buchler.

The next run is scheduled for April 17th, weather permitting, and as the route is never the same, it should be just as enjoyable.

Sales Manager Charlie Rowan says everybody is invited. Look up Honda of Gardena in the Southern section of our dealer directory.

YOU'D SMILE TOO IF YOU HAD A NEW

TRIUMPH®

Western Distributor **JOHNSON MOTORS** 265 West Colorado Street, Pasadena, California

REPRINTED FROM
THE ENTHUSIASTIC MOTORCYCLE MAGAZINE

OSSA

HALL'S RANCH, SAN JOSE — 250cc Expert Class — 175cc converted street machine took 2nd and 4th.

COTATI — 3rd overall in 350 and under class. 1st 175cc Production.

Sole U.S. Distributors
ANAHEIM MOTORCYCLE CENTER INC.
127 S. MANCHESTER • ANAHEIM, CALIF.

Road Testing The Foobar Scrambler

CRASH TEST

(your dealer has it)
STOP USING THAT GREASY KID STUFF
TRY STEEN "C" AND SEE

STEEN C CHEMICAL LUBRICANT

by Ricardo Minellii

We took delivery of the new Foobar popper, uncrated it, assembled same and, fired it up. The healthy cackle from its' exhaust belied its' otherwise conservative appearance.

This healthy 126 H.P. single has made its' mark on the Continental Scrambles scene, and now it has arrived!

Our chief mechanic, Clarence Sizz, tuned it and allowed it to warm up for nine hours, then our chief road tester and reporter, Mike Raphone, climbed on, slipped it in gear, picked it up, slipped it out of gear, fired it up, eased in the clutch, slipped it in gear, eased out the clutch. The feelin' was like a gentle hurricane. Mike streaked out on to Firestone Blvd. at 97 M.P.H., shifted into second, played unicycle at 139 M.P.M., he shifted the seven speed box into third, it broke loose for three blocks. Mike ran three stop lights, but at the speed he was traveling he was invisible to the naked eyeball, after returning to the shop. Mike and I loaded the 86 lb. machine onto our pickup and hauled it out to the drags. When we arrived the crowd started to assemble, there was quite some speculation among the laymen. Some said, "It won't go, no crome." some said, "It won't go, it ain't A.V.T." some said, "Whatinnaheckizzitt??"

The machine was stripped of all non-essentials to make it light and also give a fair test, so that both potential purchasers and the factory's rigid bench-assembling and inspection methods could be given on-the-scene-conditions, type test.

We rolled the machine over to the starting line, we noted that due to the odd construction of the handlebars, it was very easy to roll the machine, sideways, end over end, etc. Mike Raphone canned off down the strip at what we thought was a good elapsed time, two seconds, but, top tuner Sizz said that he thought that the engine was still too tight to play racer, and that if properly broken in it would, Go, Man, Go!

Mike Raphone decided to go for a break in ride and also take notes, as part of the road part, of the road test. Mike returned from Istanbul a couple of days later with a full report. Mike Raphone is well qualified to make reports as he is a News Caster and reporter on the Local Rag, as well as an ardent hound.

REPORT

The machine was run in a Hare and Hound, a T.T., a Scrambles and, on the—FREEWAY. This kind of punishment brings out all the weaknesses in a machine, in the Foobar we found none.

The suspentchun is of the highest quality in the front forks. Torsion bar with Leading Link coupled in conjunction with hydraulicly dampened Transverse, constant loss radii rod, built into an "A" frame assembly of De

HONDA
TRIUMPH
SUZUKI
CUmberland 3-4277
417 E. GARVEY AVENUE,
MONTEREY PARK,
CALIFORNIA
D-A SPEED-SPORT OIL DISTRIB
BMW
All freeways lead to
ED KRETZ & SON
ATlantic 0-8244
WESTERN DISTRIBUTOR
PIRELLI MOTORCYCLE Tires & Tubes

BULTACO
CEMOTO

OLD INDIANS NEVER DIE
Large stock of Indian Parts, from 1930 to 1961 — Scout, Chief & Warrior (No "4" Parts). Bargain prices. Mail orders promptly filled
Sammy Pierce Indian
BSA Sales
933 San Gabriel Bl., San Gabriel, Cal.

Associated Gasket Company's new
DO IT YOURSELF GASKET KIT
FREE WITH THIS AD
(just cut it out)
Courtesy of Ass. Gasket Co.
Derriere, Wash.

"Blendzall"
RACING CASTOR
For 2 or 4 Cycle Racing
Champions' Choice at Daytona
DON'T BE FOOLED BY WILD CLAIMS OF JUST AS GOOD. THERE ARE NONE!
ADDZIP ADDITIVES ★ 1433-37 First St. ★ Escalon, Calif.

Photo by Joe Lopez

Doine type earles design, primarily coupled behind the aforementioned Leading Link, controlled by a neutral position level finder. This design allows the machine to ride the same under all road, or rough conditions, namely, Rigid Rear Suspention ..... Bates Seat

ENGINE

The power plant, not wholly conventional in design, yet not entirely new, yet giving credit where credit is due. The design is wild!! This 7,517 C.C., sixteen valve overhead, exhaust in piston, combustion in low end engine, produces 126 H.P. at 395 R.P.M. The Horsepower is doubled when the Foobar Road Racing Kit is fitted, also the engine is made more flexible due to the R.P.M. increase to 787 R.P.M., ignition is by Ronsun.

Bore ..... 3.70632 cm x 19.80612 mcm.
Stroke ..... 21.6049!!

Popular 19" wheels are fitted with popular oversized tires 7.50 x 19 filled with saurkraut gas to lighten and increase power to weight ratio.

One entirely new feature that the fuel enthusiasts will welcome with open arms is, that the Foobar people have incorporated a pill into the fuel field. These pills are supplied by the factory and are competitively priced to make the use of these pills more widespread. The aforementioned pills are an Ethyl-Mothballio concentrate. Merely drop a pill in a gallon of Blastiniphyll of Potentatae and, you have enough fuel to last for 709 miles I.S.B.M.*

At Bonneyville where we conducted our speed runs we found the following;

Top speed in First gear ..... 98 M.P.H.
Top speed in Second gear ..... 129 M.P.H.
Top speed in Fourth gear ..... 226 M.P.H. (missed a shift)
Top speed in Fifth gear ..... 394 M.P.H.
Top speed in Sixth gear .....
Top speed in Seventh gear ..... *unknown as Mr. Raphone chickened out*

Brakes; at 126 M.P.H. it was found that the machine stopped in seven feet, 37 1 16 inches. The rider stopped in 179 yards, 426 2 4 inches.

Price Delivered F.O.B., Squeedunk $4,279
With Road Racing Kit $4,396

*I.S.B.M.
In smaller bore machines (way smaller)

COOLEY'S COLUMN

By Wes Cooley

NEW ROUGH SCRAMBLES COURSE DEBUTS SUNDAY

This coming Sunday, April 3rd, will bring back to So. California some of the old rough scrambles over an unimproved marked course. In Europe, such an event is called a Motocross, and going along with the F.I.M. rules and the goals of the A.C.A., our rough scrambles at Irvine Cycle Park will also be called a Motocross and run in a Motocross fashion. Every rider will participate on the course in three events, and will be scored according to F.I.M. rules with a scoring system of first position: 8, second: 6, third: 4, fourth: 3, fifth: 2 and sixth: 1. The best accumulated score between three events denotes the winner of the class. The course will call for the utmost ability of both rider and machine

ONCE AROUND THE RACETRACK

Going from the starting area onto the decomposed granite straightaway with a left hand hairpin at the end, there is a two foot jump which will tax the talents at the beginning. Coming off the hairpin and shooting into the straightaway, there is a four foot jump ending in a grassy field with a right hand turn going between some large oak trees and down a long green grassy field. This area is broken ground covered by grass and is approximately one-quarter mile in length, dropping off onto a very short steep hill with a left turn onto a sand wash. The sand wash is kept constantly wet by the spill-over from a rock quarry about four miles up the wash. The sand is very wet and very deep, and there is a possibility there might be some water in this area during the event.

Shooting along the sand wash for about 300 or 400 yards, the course makes a left hand turn coming up out of a 30 ft. incline. This is a natural wall and the other side drops off at the same rate. The riders can either ride along the green grassy ridge or drop into a grassy valley where the grass is above the knees in a riding position. Shooting along for approximately 100 yards, you come to a left hand corner which turns right and left in deep soft earth between some large trees. Breaking out of this into a short straightaway, you come to an approximately six ft. wall which at high speed will put the rider better than 10 ft. in the air onto a flat sandy plain. The course then makes a slight left and runs parallel to the Santa Ana River for approximately one-quarter mile.

At the end of this, there is a deep sandy wash and a left hand turn going onto an old fire road which has winding esses for another three or four hundred yards. The fire road is very thickly grown over along the sides, so the riders must go through the esses and will not be able to cut a straight path. At the end of the esses, they break into a short green grassy straightaway between large oak trees and begin to approach the start-finish line. In the approach to the start-finish, there is another three foot jump from a grassy field onto decomposed granite and a slight left hand turn to the finish line.

REAL ACTION EXPECTED

The course is a little over a mile in length and we assume an expert rider will be able to cover the course in about 2 min. 15 sec. This will give you some idea of the speed involved as well as a general description of the course. We hope this is the beginning of a comeback for this type of action motorcycling which we haven't seen in this part of the state for some time. Full leathers will be required and number plates — no pie plates will be accepted. All club licenses will be honored and there will be an entry fee of $3.00 per rider. Ambulance, insurance, and concessions will be available as well as sanitary facilities. If children are going to be brought to this area, they should be protected from wandering in the wooded areas as there is some poison oak and ivy. Any riding outside the pit area will be prohibited because of the possibility of fire hazard.

As in all A.C.A. events, practice sessions will be in the morning and the main events will get under way at 12:00. All entries will be closed at 10:30 a.m. so make sure you're early. This is for big as well as small bikes. We hope that this event will be successful for motorcycling and that we can continue to participate in this area in the future.

Remember our next A.C.A. road race will be at Carlsbad on April 17th. This will give the Southern California road race fans an opportunity to see some of the Daytona winners back in action in So. California. There is also our May 22 F.I.M. sanctioned event at Riverside. Riders are urged to get in their entries and obtain their F.I.M. licenses as early as possible. Write to the A.C.A. 141b Whiting St., Fullerton, Calif.

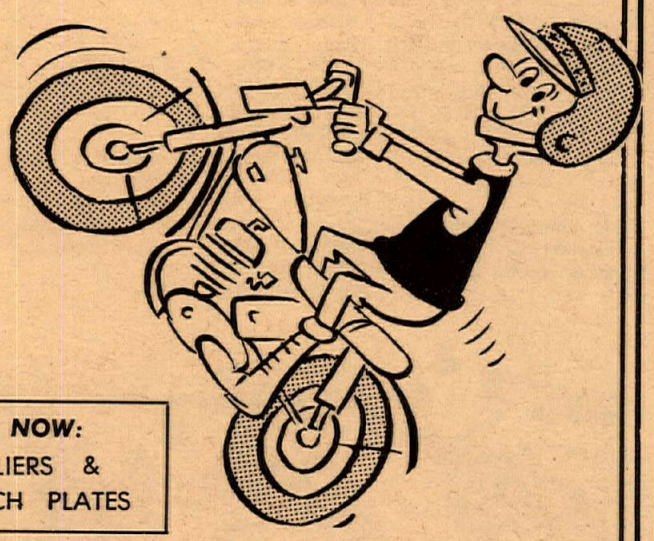
"BIKE MISSION" FLIES HERE

A group of cycle, motorcycle and accessory manufacturers is scheduled to fly to New York from London on April 16. They will go on a 12,000 mile tour of the United States and Canada, with a Los Angeles visit set for April 24—30.

North America is Britain's best export market for quality motorcycles and bicycles with most business going to a few large companies. The coming Trade Commission however, will include members from smaller companies of component and accessory makers as well as finished motorcycle manufacturers who have not fully entered the market here or are new to it.

Plans call for meetings with prospective agents and distributors as well as to meet retail and department store buyers. Information on the trip can be obtained from British Consulate offices in major cities.

WANT TO DO WHEELIES?
FIRST INSTALL A BARNETT CLUTCH . . .



AVAILABLE NOW:
BT & E VILLIERS &
DUCATI CLUTCH PLATES

RIDERS SEE YOUR DEALER.
WE DO NOT SELL RETAIL.

BT&E Barnett TOOL & ENGINEERING

4915 PACIFIC BLVD., VERNON, CALIFORNIA, PHONE: 589-5488

ROAD RIDERS COMMITTEE SUPPLEMENTAL RULES

ARTICLE II

Sec. 1: All General Rules of Article I, shall apply to this Article.

Sec. 2: All applicable sections of Art. XXXII of the AMA Rules for competition shall be observed by any RRC club promoting a poker run.

Sec. 3: Any rider who misses a check point will be disqualified from the rest of the events. Missing a moved check point that is shown on the promoting club's map will not be grounds for disqualification.

Sec. 4: Promoting club Referee will make a safety check of the run three hours before the start opens and post any unsafe portions of the road that will be traveled. The Referee shall send in a report of his check to the RRC Referee.

Sec. 5: REFEREE REPORT FORM (to be printed on a 5x7 file card.)

CLUB NAME.....
REFEREE.....
A Safety check of the route to be followed by the entrants of the.....
poker run was made at.....a.m....19....
by.....
The safety hazards found and the method of posting are listed on the rear side of this report.
Referee's Signature.....

ARTICLE III PROTEST PROCEDURE

A. PROTESTS

Sec. 1: Any contest participant and/or rally entrant may protest the action or decision of judges that violate the standing RRC Rules or AMA rules for the contest in question.

Sec. 2: The complainant must advise the club and RRC Referee of the protest within 15 minutes of posting the names of the contest winners, receive and complete a protest form, and return the form to the RRC Referee with a fee of $10.00. Any trophy or award affected by the protest shall be stayed until adjudication. If the protest is denied, the fee shall be deposited in the RRC Treasury. If the protest is allowed, the fee shall be returned to the complainant.

Sec. 3: The Referee shall entertain arguments from both parties and shall immediately rule the protest valid or invalid.

Sec. 4: If a protest is lodged against the promoting club rather than a single contest, the complainant shall submit the protest in writing and the fee ($10.00) to the RRC Referee within 5 days. The Referee shall render a decision and notify the complainant of such decision within 30 days.

B. APPEALS

Sec. 1: Appeals from the decision of the RRC Referee must be filed with the Chairman of the Executive Board within 7 days after the Referee has rendered his decision. Each such appeal shall be forwarded in writing and accompanied by a fee of $10.00 to the Chairman of the RRC Executive Board, who shall render a decision within 30 days.

Sec. 2: All penalties imposed by the Referee or Chairman of the Executive Board are subject to appeal to the AMA Competition Committee upon payment of $5.00. If the appeal is upheld, the $5.00 shall be returned to the appelant. (#17)

Sec. 3: Further appeals from a protest shall be submitted to an appeal board, composed of the Chairman of the Competition Committee and two members of the Competition Committee to be appointed by the President of the AMA. The decision of this Appeal Board shall be considered final and a decision rendered within a 30 days limit. (#18)

Sec. 4: All fees or monies paid toward expenses shall be returned to protesting and appealing parties in the event that their protest and appeals are sustained and the above fees and expenses collected from the loosing parties or party, expenses reimbursed and the remainder shall be deposited in the RRC treasury. (#19)

C. REINSTATEMENTS

Sec. 1: For good and sufficient reasons any rider under suspension, and not otherwise disqualified by these Rules, may be reinstated by a majority vote of the RRC Executive Board of Officers. (#20)

D. PROCEDURE

Sec. 1: On imposing a fine, the Referee shall give the rider a receipt therefor, and report the same to the Chairman of the Executive Board, forwarding at the same time the full amount of the fine. On imposing a fine, the Chairman of the Executive Board shall likewise give the rider a receipt therefor when the said fine has been collected by the Chairman of the Executive Board. (#21)

Sec. 2: Any rider upon whom a fine is imposed shall remain suspended until the fine is collected by the duly authorized representative of the Chairman of the Executive Board. (#22)

E. CORRUPT PRACTICES

Sec. 1: Giving, offering, or promising directly or indirectly any bribe in any form to any person having official duties in relation to motorcycle competition or exhibition, to any riders or to any person having charge of or access to any motorcycle. (#23)

Sec. 2: Accepting or offering to accept any bribe in an form by any rider, official in motorcycle competition or exhibition or by any person in charge of or having access to any motorcycle. (#24)

Sec. 3: Willfully entering or causing to be entered in any competition a motorcycle known to be disqualified or ineligible for competition. (#25)

Sec. 4: Being guilty of conspiring with any other person for the commission of any other corrupt or fraudulent practice in relation to motorcycle competition in this or any other country. (#26)

Sec. 5: Being guilty of unfair practice or misbehavior in connection with motorcycling in general whether relating to the competition or not. (#27)

Sec. 6: Willful prevarication or misrepresentation of any motorcycle or contestant for any motorcycle competition.

F. PENALTIES

Sec. 1: Reprimand or suspension for corrupt practices shall be inflicted by the Executive Board, but for a first offense no suspension not otherwise provided for shall be for a less period than one month, or for a second offense of the same nature, for less than six months. (#28) There shall be no appeal from the suspension or

Continued on page 40

You're in Good Company

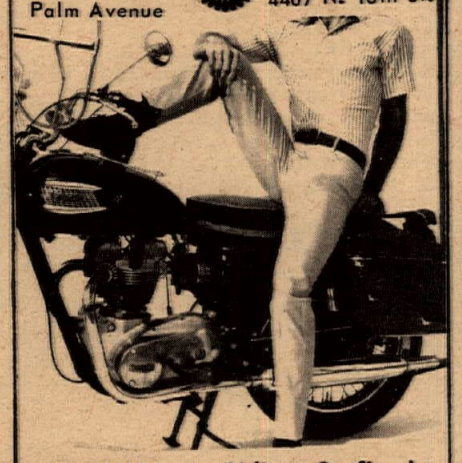
DAN BIRKINSLA
PARTS MANAGER
Even if nobody else has the parts you need, get them from Dan at

LONG BEACH HONDA

5105 Atlantic Blvd. 438 E. Anaheim St.
423-1433 439-0943
BSA Headquarters in Long Beach
431 W. Pacific Coast Hwy.

YAMAHA
$219.00
Complete
Parts & Service
Milne Bros., Inc.
SPECIALISTS IN ACCESSORIES
1941 E. COLORADO STREET
PASADENA • 793-5153

SWING INTO SPRING:
In West Hollywood at 807 N. Palm Avenue
In Phoenix at 4407 N. 16th St.



Look SHARP in Riding Outfits by PARR. Trim taper shirts, harness leather belts, and CYCLE JEANS in Stretch Desert Twill. Contour top, 5" zip, riders snug seat & hips, legs fit over boots. Sanforized.
GREAT NEW CONTEST! Write in 500 words or more: "What BATMAN Means to Me." Winner will receive 6' of Batrope. Runners-up will receive a date with an old bat. Enter today! Decisions of the judges may be final.
PARR OF ARIZONA BOX 294 PHOENIX, ARIZONA

TRIUMPH Honda
C-Z Husqvarna
Complete Service, Parts.
McLaughlin MOTORS
2422 E. HUNTINGTON DRIVE
DUARTE, CALIFORNIA
Telephone 359-4548

DUCATI BULTACO CEMOTO Suzuki Norton HODAKA MATCHLESS
OL 5-5101
OL 2-1885
OL 5-8766
YOUR GREATER LOS ANGELES AUTHORIZED DEALER
3 STAR SPORT CYCLES
1525 S. LA CIENEGA BLVD.
LOS ANGELES 35
(take Santa Monica Freeway to La Cienega Blvd. off.ramp. Turn north 1/4 mile)

ALLIED CYCLE SALES
THE Valley
BSA
Complete Stock of Parts
HEADQUARTERS
6868 Lankershim Blvd.,
North Hollywood, California
Call 765-6111

ADMIT 2
THIS IS A FREE PASS
(It isn't good anywhere, but it's free)

LOOK GIRLS--
Hi-Heeled Skid Shoes for Lady racers
Don't lose your sex appeal while you're winning powderpuffs....
Send measurements and telephone number to Pin Nailey
"Steel shoes that wear like iron"
6-7/8 Happening, Watts

Dick Vick, left, talks it over with Lonnie Peterson and Mike Burke. That's Lonnie's extra long (61") bike.

LOST ANGELS, LOST TRAIL

By Larry Haley

If a club ever had deserved a name for getting everybody lost Sunday, this is the one, but they are far from Angels. I can't imagine how a club with the desert experience of the Lost Angels can be so slack on liming as they were.

This is the dusty season and the country they laid their run in is crossed and criss-crossed with innumerable trails. Old ones and new ones and long tapering breaks from one trail to another. With the dust thick and very little lime to mark their trail, along with old lime from past events, it wasn't easy to follow.

One big group of people were lost, disgusted, and wishing they hadn't worked all night on the bike or spent their last $20 on a new tire to ride this run.

There were riders coming in from every conceivable direction except straight down from the sky. Some even remarked that they got lost and they had already ridden the course Saturday.

Anyway, this fiasco was won by Dick Vick, but rider of the day was one Rod Pack from the Viewfinders, a swinging group of movielanders and a new desert club. This novice Pack was leading it on the first loop at check three and flat flying, followed by Larry Bergquist and in third place, Dick Vick

At no time did the two experts have a big lead over the novice. He really showed his flying colors there Sunday.

(Results on page 40)

SPORTSMEN AT PRADO

As always seems the case at Prado, the race of the day was the 500cc expert event. Monte Darling and his 450 Honda got a ferocious drive out of the hole and got a considerable lead over the pack. Jim Hunter, caught in a squeeze at the start, set out after him aboard the Fulbright Goldstar, and though he had to pass several riders to do it, Jim finally caught and passed Darling in the turn after the jump. Anyone who ever watches race strategy knows that's Jim's favorite turn for passing.

The Sportsmen M.C. had a good starter on hand on Sunday in the person of David Ham. It was unusual not to see David out on the track, but he's been around enough that none of the 250 competitors got away with anything on the line and those who deserved it penalized.

The open expert class looked like an Ascot TT with Dusty Coppage, Bob Bailey, Jim Berry and Bill Riley coming to the line for motocross heats. Unfortunately, Coppage went down while leading, and Riley, in trying to miss him, got off too, putting both of them out for the day. This left Bailey, Berry and Jim Bassey (out on a new triumph) to have it out for top honors, with Berry emerging on top.

Earlier in the day, in spite of the morning cold, the little bikes put on their usual good show. Kirk McDowell again carrying home trophies for both the 50 and 100cc classes.

The 250cc expert class fell to Lonnie Walter, who outran hard-riding Steve Scott in the process. Later in the day, Lonnie switched to a big bike and took a fifth place in the Open Amateur Main.

As usual, the novice big bores were the last ones to get time on the track, with John Simon taking the open class.

The track surface is still pretty bad in a few places, but until the undersurface dries out some more, there's not much the Gophers can do about it, although they are trying. Only one race is scheduled for April, but there are four in May. By May 29, when the Antelope Ramblers throw their benefit for Ron Nelson, the course should be just right.

(Results on page 40)

Above: Bob Bailey leading Jim Bassey in the open expert main.

Below: Combined 100cc amateur-expert event heads into the first turn.

SCRAMBLIN AROUND

By Maureen Lee

Who's watching the store?

On Sunday, it appeared that all of the Sports Committee came to Prado en masse, leaving us wondering who was keeping tabs on the goings-on at other scrambles that day?

Anyway, they were all there checking things cut, from President Jean Carter on down. It was good to see them checking the big bike practice out so thoroughly, turing back the lightweight riders who wanted to get out and ride with the big boys. However good a rider you may be, and however fast your 250 (or whatever) is, it's still a lightweight and shouldn't be out there trying to bomb around with the 500 and open class machines. A couple of guys thought they'd play it smart, so going down to the far end of the pits, they sneaked out onto the track when no one was looking (so they thought). The result was, they were disqualified for the day and lost the points they'd earned in the morning lightweight races.

Some system of enforcing rules at scrambles is surely needed or we may just as well forget the whole thing. Lately, some clubs have been doing a fine job trying to stop some of the horsing around that's going on like bike-swapping, but there are other clubs who just seem to close their eyes. Either everybody upholds the rules or we may as well throw the book away. Competition Committee, let's have an official at every event to insure the way our races are run. Referees-for-the-day sometimes get confused.

At a recent Prado Park event, what went on at the sign-up booth was enough to make your hair stand up on end. I'm not going to squeal on anyone, but there were a couple of pretty well-known riders involved in swapping A.M.A. and riding number cards so they could get to ride more than once. It was kind of funny at the time, and neither of these guys finished high enough to queer up the points for anyone else. But, the fact is they were deliberately breaking some rules of long standing because they knew they were going to get away with it. Actually, they could have lost their A.M.A. cards in the deal, and where would that have left them come Ascot time? Up in the stands, that's where!

The other side of the story was shown a couple of weeks ago when the Gripsters had a run there that any club would be proud of for efficiency and organization, and nobody got away with nuttin'. This even included, we hear, the winner of the open expert class, and a couple of guys who must have thought nobody could spot a two-stroke in the 21 inch class.

So, there we are, lots of problems and probably no way of really solving them, until a lot of riders begin to give a hoot when someone else is doing more cheating than the rules allow.

FORDYCE FEATURES CYCLE FLICKS

Anyone who has seen Skip Fordyce's marvelous motorcycle emporium at 14th and Main Streets in Riverside would probably agree that he is a skip and a jump ahead of everyone else when it comes to merchandising motorcycles

Faced with diminishing sales owing to increased competition and the Vietnam scare, Fordyce borrowed a page right out of Cycle News and installed a deluxe movie theater in his store to attract old and new customers. Everybody loves motorcycle movies, and Skip has lined up some good ones, including: '64 Jack Pine, "Thruxton 500" Australian International, '57 and '58 Catalina G.P., Hunting with a Camera, Hunting with Honda, Isle of Man, '63 and '65 Riverside 500 Stock Car Races, Gentlemen, Start your Engines, Champions at the Wheel and The Invisible Circle.

The 75-seat "showroom theatre" is said to be very plush (chairs are straight out of an officers club). Showtimes are Saturday from 11:00 a.m. all through the day, Monday nights til 9, and 7:00 p.m. and 8 p.m. on Friday nights. There is **no** admission charge. You don't even have to buy anything. But if you ever wanted a new Honda, Harley or Triumph, or any of the million or so other items Skip sells, someone there will be happy to ring it up for you...during intermission, of course.

FREE CLUB MEETING PLACE

By the way, Skip says clubs are invited to use the theater for their meetings and then stick around for the movies. There is no charge for this favor, naturally, but a call for reservations would be wise. He's listed in the Cycle News Dealer and Services Directory. Yes indeed, it's a pleasant ride to Riverside, and Skip's movie show is the place to go.

In the photo, Fordyce (right) is receiving an award presented by his Royal Highness, the Duke of Edinburgh, during his recent visit to Southern California.

This award, a scroll signed by Prince Phillip, pays tribute to Fordyce for being the motorcycle dealer who has done the most to promote British-made motorcycles over the years.

Fordyce, who has been a Triumph dealer since 1943 was chosen for this honor by secret ballot conducted by West Coast Distributors of British-made products.

The event took place at a display of British automobiles and motorcycles in Century City, Los Angeles, which was attended by Prince Phillip.

GREEVES

Greeves wins 8 out of 9 places
Sandblasters Hare Scrambles

1.	Gary Conrad	GREEVES	(4th Overall)
2.	Steve Statts	GREEVES	(5th Overall)
3.	Bob Belt	GREEVES	
4.	Bill Thorwaldson	Bultaco	
5.	Lynn Cole	GREEVES	
6.	Gary Cole	GREEVES	
7.	Jon Nicholson	GREEVES	
8.	Geo. Damell	GREEVES	
9.	Dan Kline	GREEVES	

Greeves

THE EXPERTS CHOICE
Dependability and speed
makes Greeves the bike to beat.

20 Years of Racing Experience
Eleven years Selling Lightweights
All parts in stock.
So See us or Your Greeves Dealer
NICK NICHOLSON MOTORS
11629 Van Owen Street, North Hollywood

Dealers

Allied Cycle	- No. Hollywood
Allied Cycle	- Newhall
Jack Baldwin	- Santa Monica
House of Yamaha	- West Los Angeles
Hockies	- Torrance
Steve Hurd	- Montebello
K & N	. Riverside
Bill Krause	. Inglewood
Lamoreaux	- Sunland
Robert M. Law	. Anaheim
Mason Motors	- Pasadena
Mission Hills	- Sepulveda
Shell Motors	- Lynwood
Temple City Honda	- Temple City
Tracy's M/C	- Burbank

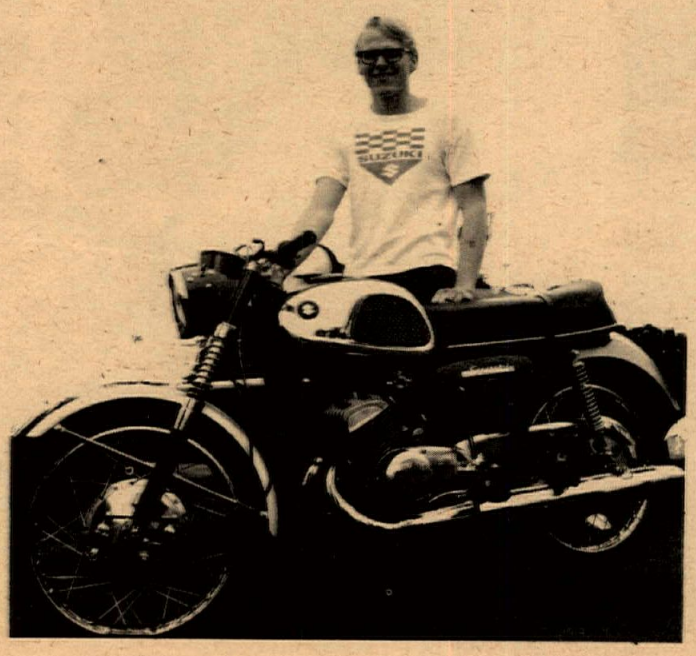
SUZUKI SETS WORLD DRAGSTER RECORD IN STREET TRIM

LIONS DRAG STRIP, Wilmington, California Sunday, March 27, 1966.

Young Steve Rowles, a 17-year old Glendora High School student has something proud to show his friends. It is a certificate from the American Hot Rod Association confirming that he set a new World's Record for 250cc motorcycles for accelleration in the ¼ miles.

Last Sunday, from a standing start, Steve gunned his 1966 Suzuki Hustler through the measured ¼ mile at the A.H.R.A. World Record Meet in exactly 14.74 seconds, the quickest any motorcycle in his class has ever gone.

Rowles' rapidly accellerating blue Suzuki left its nearest rival quite a distance behind even though it was competing in the stripped dragster class with complete road equipment still installed.



Headlight, tail-light, mufflers and horn proved no handicap to the hauling Hustler as it rapidly streaked to the new elapsed time record. (The time it takes to cover the ¼ mile distance, not the speed at the finish, determines the winner of a drag race contest.)

Rowles' highest recorded top speed at the end of the ¼ mile was 87.4, higher than most standard 500 and 650cc motorcycles.

Steve credits the skillful tuning by the Glendora Cycle Center and a basically superior engine design for the record.

DISTRIBUTED BY
U.S. SUZUKI MOTOR CORP., 200 W. Central Ave., Santa Ana, Calif.

"I just wanted to tell you guys to watch out for motorcycles coming up the hill like this," says Gordon Pairiman of Tucson.

The Little Trailbike That Tried: I think I can I thinkIcanIthinkIcan.....

MEXICO HILLCLIMB

Photos by Richard Seago

Some of the guys from out Tucson way found themselves in Nogales, Mexico, one sunny day. Having nothing better to do, and knowing nothing could be better, they held a little hillclimb. Nothing fancy about the organization, but the competition got exciting among the 250cc players.

When the bikes went over the top, it was Mike Hotchkiss and his Greeves ahead of Mike Bradley and Vern Sayles' Bultacos.

Watching the trail bikes scale the slope was fun for all, Reggie Smith was first, followed by Roger Davis, both riding Yamaha 80's.

It was Gordon Pairiman and a 500cc Triumph who beat John Brockett's 650cc to the top and gave the bench racers something else to talk about at the giant party that evening.

Appropriately, the tavern chosen for the hill climbers' party is located in a cave at the bottom of the mountain. Our reporter reports that "the hillclimb was ok, but the party afterward was nothing short of sensational. Unfortunately, no pictures of the party were received.

Mike Hotchkiss, left, and Mike Bradley made like Jack & Jill.

ABOVE—200cc EXPERT MOTOCROSS DIGS OUT AT PERRIS WITH WINNER JIM CONNOLY BREAKING IN FRONT.

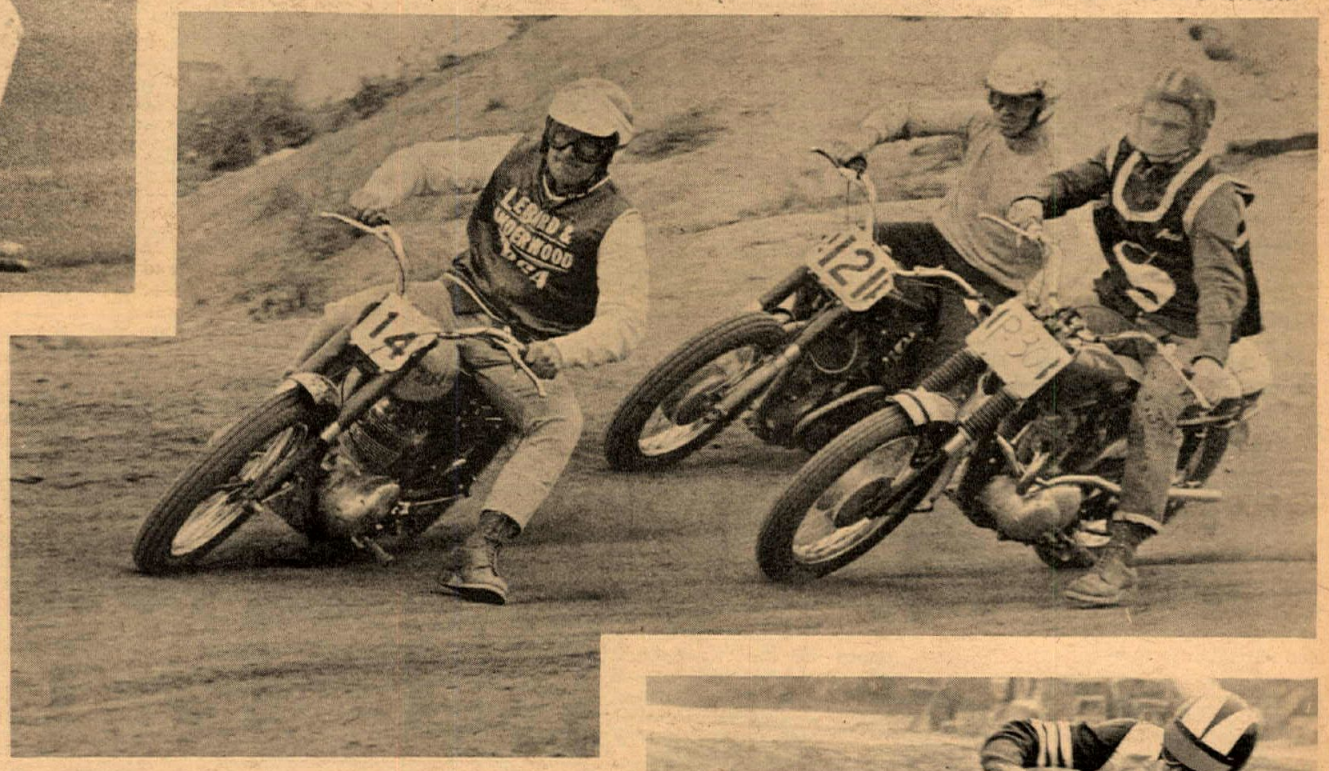
PROSPECTORS HOST THE WAILERS

Photos by Dennis Greene

(Results on page 40)

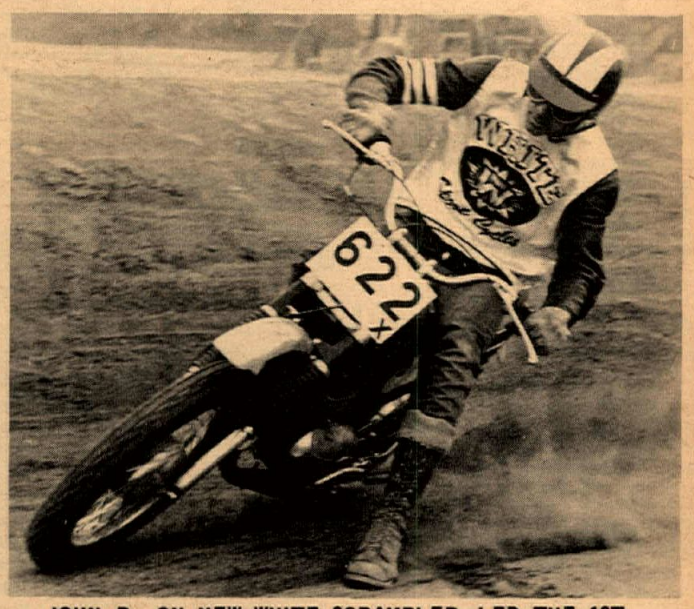
LEFT—OPEN EXPERT WINNER ARVIL SPARKS CROSSES UP HIS TRIUMPH.

BELOW—CHUCK MINERT, 500cc EXPERT WINNER LEADS #P-30 RAY PRETTYMAN AND #121 BRUCE JACKSON.

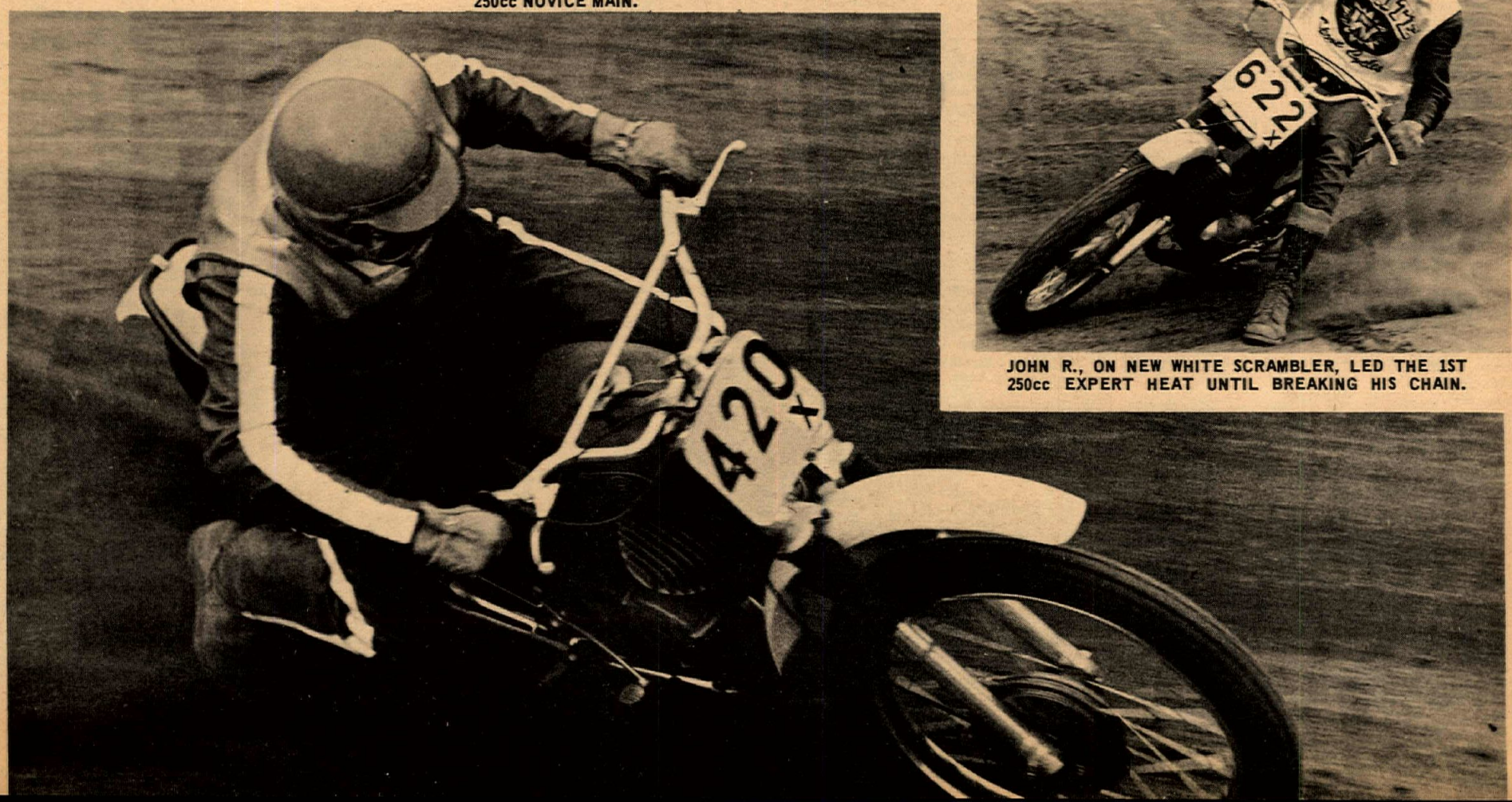


DESERT SPECIALIST MALCOLM SMITH TOOK THE 250cc EXPERT MOTO

BELOW—PAUL RODDEN GIVES HIS CZ A HARD RIDE IN 250cc NOVICE MAIN.



JOHN R., ON NEW WHITE SCRAMBLER, LED THE 1ST 250cc EXPERT HEAT UNTIL BREAKING HIS CHAIN.



RATES: $50 per year (50 issues) for any single business listing.

Take your business where it is appreciated and wanted. For the finest new and used motorcycles, scooters, funbikes, parts, repairs, services and custom work, patronize the local businesses listed here.

Dealer & Services Directory

CENTRAL

BIG CITY SALES, 714 W. Florence, Los Angeles 752-6723. New & Used M/Cs. Complete machine shop. Small & large cylinder boring. M/C Parts & Accessories.

TEX & BEA BRYANT'S, 1535 W. Manchester, Los Angeles 47. Hours 9-6 Tues. thru Sat. "Wheel lacing our specialty." Matchless Yamaha.

CRENSHAW HONDA, THE Downtown Honda Dealer. Very complete parts and service depts. All makes used bikes, free delivery. Across from Crenshaw Shopping Center. 4132 Crenshaw Blvd., Los Angeles. (213) 292-0478.

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

C-B MOTORS— Bultaco sales. We service all makes. Villiers spares. Trail, street or sports, we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756-1669.

ORANGE

AWARD MOTORS INC. Dealer for Triumph, Bultaco, Suzuki and Ducati. Speed tuning & complete engine work. Beach area racing headquarters. Open 6 days a week. 1680 Newport Blvd., Costa Mesa. (714) 642—4343.

BUENA PARK YAMAHA, 6871 Beach Blvd., in Buena Park, naturally. 522-8036. "We service what we sell." Yamaha, Hodaka, Ossa. Complete welding and repair shop. Speed tuning.

HERB FRIEDLANDER IMPORTS, Orange County's largest Honda dealer. We service what we sell. 13750 Beach Blvd., Westminster. 893-7566 or 430-4448.

ROBERT M. LAW M/C SALES & SERVICE, 239 N. Anaheim Blvd. (formerly Los Angeles St.) Anaheim. (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

NORM REEVES — ANAHEIM, 224 N. Anaheim Blvd. 535—3647. Orange County's biggest Honda-BSA-Hodaka-Bultaco dealer. Complete parts and service dept.

ROY'S MOTORCYCLE SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Montesa. Telephone (714) 531-0742.

NORTHEASTERN

TELL THEM YOU SAW IT IN CYCLE NEWS

CRESCENTA VALLEY SPORTS CYCLES, 3629 Foothill Blvd., La Crescenta. 248-2291. Yamaha, Hodaka, Montesa, Kawasaki, Sales and Service. Speed equipment, complete insurance, 100% finanacing.

HONDA OF GLENDALE, "Where you meet the nicest people." Large stock of parts. Finest mechanics and courteous personnel. Sure would like to meet you at 905 E. Colorado St. in Glendale, just across from Bob's Big Boy. 246-2461.

KOLBE CYCLE SHOP, 22420 Del Valle, Woodland Hills. DI 8-7865. Your friendly neighborhood dealer for BSA, Honda and Bultaco. Complete parts & service dept.

MASON MOTORS, TRIUMPH-YAMAHA. Complete Insurance program for all makes and models. Complete sales-parts-service. Open 9-6, Tues, Wed., Thurs., and Sat.—9-9 Fri., 3360 E. Colorado Blvd., Pasadena, (213) 795-0267.

MILNE BROS. INC.— 1941 E. Colorado St., Pasadena. Specialists in accessories for BMW - Yamaha - BSA - Puch. Parts for all makes. Distributor for Beck accessories and importer of Puch motorcycles. 793-5153.

S. E. CHUBBUCK H-D SALES — Home of the Road Riders. "We Specialize in Personalized Service." 1361 E. Walnut St., Pasadena. (213) SY 2-1300.

SPORTS LIFE (Roehr Bros.) 341 N. Glenoaks Blvd., Burbank. 842-4847 or 849-4921. U.S. Distributor for Van Tech motorcycles. Ducati, Norton, Matchless, Hodaka, Royal Enfield, James, Vel., Yamaha, OSSA, Montesa. Open 7 days a week 9-9.

SPORTS MOTOR SALES— 420 So. Brand Blvd., Glendale. 243-1704. S.I.S. Motorcycles—wholesale—retail—riding and racing accessories.

EASTERN

A. J. LEWIS— 400 S. Atlantic Blvd., East Los Angeles. 264-0544. Complete machine shop. "If you want it special, we make it special." Triumph and Yamaha.

BELLFLOWER MOTORCYCLE SHOP INC. 9135 E. Compton Blvd. (2 blocks East of Lakewood), Bellflower. 925-5093. "We emphasize service." Triumph, Yamaha, Rabbit.

BALDWIN PARK CYCLE SHOP— Norton, Ducati, Royal Enfield, Suzuki, Matchless, Ossa. Full line of parts and accessories for all models. Best service dept. in town. 14845 Romona Blvd., Baldwin Park 337-0604. Open 9 til 7:30 Mon to Sat.

CITY CYCLE CENTER— 8421-23 Rosemead Blvd., Pico-Rivera, ph. 861-4139. Triumph and Yamaha sales and super service. Skip Clark, proprietor.

JOHNNY GIBSON MOTORCYCLES INC. 901 W. Whittier Blvd., La Habra, phone 691-2661. Competent sales and parts. Service for all makes. Triumph, Yamaha, Bultaco.

ED KRETZ & SONS CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Triumph, Honda, BMW and Suzuki. Complete parts and service. Expert tuning and mechanical work.

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714/879-8252 or 213/691-3104. "Service is our middle name." BSA, Honda, BMW.

CORONA MOTORCYCLE CENTER Triumph & BMW. Centrally located for Orange & Riverside Counties. Just down the road from Prado Park. 620 N. Main at River Road. (714) 735—5600 Corona.

JENKINS SPORT CENTER, Norwalk Area's exclusive Yamaha Dealer. Complete service for all makes. Open Sun 1—6, week days & Sat. 9—6. In Norwalk at 13200 San Antonio Dr. at Santa Ana Fry. (213)868—9997

MACKLIN'S MOTORCYCLE SERVICE— 11675 E. Firestone, Norwalk. 864-7468. Hodaka sales and service.

NORM REEVES—DOWNEY, 9536 E. Firestone Blvd. 869-0600. Downey area's only BMW dealer. Complete parts and service dept.

HONDA OF TEMPLE CITY, 9228 E. Las Tunas Blvd. Temple City. AT-75949. Honda and Greeves for the Northeastern area. Parts galore and service too. Show room open Mon. thru Sat. 9-6. Shop open Tues. thru Sat. 9-6.

WESTERN

JACK BALDWIN MOTORCYCLE SALES "We stock the Parts and service what we Sell." 2705 Pico Blvd., Santa Monica. Phone EX 4-7365. Matchless, Hodaka, BSA, Duc. Greeves, Royal Enfield, Nort.

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood. OR 3-9573. Matchless, Hodaka, Bultaco. Complete parts & Service for all makes. Open 6 days a week 9-7.

LAWNDALE CYCLE — YAMAHA, BSA, VELOCETTE, DUCATI. "Best dealer in town! Speedy I-day service is our standard. 15324 Hawthorne Blvd., Lawndale, Calif. SP 2-1822 or OS 6-9546.

MISSION HILLS MOTORCYCLE SALES & SERVICE — 8730 Sepulveda. BSA & Ducati. "We stock the spare parts for what we sell." See our new store. 785-4289.

ONE STOP CYCLE SHOPPING— Authorized dealers for Honda, Triumph and Greeves. Sales, service, parts & insurance.
Bill Krause Honda-Triumph, 1257 So. La Brea Blvd., Inglewood. 678-5035.

INGLEWOOD HARLEY-DAVIDSON 901 No. La Brea Blvd. (1 block south of Centenela) Authorized Harley-Davidson dealer for the Inglewood area. Specializing in Road riders accessories and parts for all models. Fully equipped service department with factory trained mechanics. Open Tues. thru Sat. 9-6. Call 671-7609.

NORTHWESTERN

ALLIED CYCLE SALES — 6868 Lankershim Blvd., North Hollywood. Call 765-6111. BSA - BMW Dealer. Complete & Efficient Parts & Service Departments. High Class Type of Accessories.

CASEY'S CYCLE REPAIR— BSA-Bultaco. Service for most makes. Complete machine shop. Open Tues. thru Sat. 9-6. 10249 San Fernando Rd., Pacoima. 896-1046.

BUD EKINS MOTORCYCLES in Sherman Oaks. 14460 Ventura Blvd., telephone 872-2110. "Buy from Bud." Triumph & Honda.

INTERNATIONAL MOTORCYCLE COMPANY, 7233 Canoga Ave., Canoga Park. Phone 346-3700,1000's of used parts. Cylinder reboring. Triumph, Yamaha, Hodaka.

KOLBE CYCLE SHOP, 7514 Reseda Blvd., Reseda, 345-8678. Your friendly neighborhood dealer for BSA, Honda, and Bultaco. Complete parts and service dept.

HONDA OF VAN NUYS — 14329 Victory Blvd. 787—0110. The Valley's only Honda Specialist We pride ourselves on our after sales service. Come in and see our complete line of Honda parts and accessories. Open 7 days.

SOUTHEASTERN

NORM REEVES—PARAMOUNT, 15745 Lakewood Blvd. ME 0-4313. Los Angeles area's BIGGEST dealer. Mail order parts dept., huge service dept.

S&J HARLEY-DAVIDSON — 16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selection of new and used motorcycles. Mail order parts both new & used.

SOUTHERN

ARTESIA CYCLE CENTER— Yamaha, Hodaka Sales—Service all makes, speed tuning, 19210 S. Pioneer Blvd., Artesia (213) 865-1152.

FLOYD BURK MOTORCYCLES, 15514 So. Atlantic Ave., Los Angeles. NE 9-4520. Honda, Matchless, Norton and Ducati, Everything in parts and accessories. Finest service anywhere. Come on in and see. open 9-6, Mon. thru Sat.

DALE BROWN MOTORCYCLES, 2441 Long Beach Blvd., Long Beach. 427-8941. Ducati, Norton, Bultaco & Mustang. Complete parts & service. Ask about our discount club.

CUSTOM CITY SPORTS CENTER. Rental - Sales & Service. Yamaha, Minni-bikes, Totegoats, Motorcycle trailers, Custom acces. See us before you deal. We buy, sell, and trade. 15721 S. Atlantic, Compton, Calif. (213) NE 6-1957.

GILERA OF LONG BEACH Dealer for Suzuki - Royal Enfield - Gilera. Custom racing machines built to specs. Very competitive prices. Del Orto carbs our specialty. 2142 Long Beach Boulevard,
Long Beach. 591—1389

HARLEY-DAVIDSON OF LONG BEACH, 3654 Long Beach Blvd., 426-7101. Harley-Davidson dealer for the Long Beach Area. Full line of parts and accessories for both Road and Competition riders. Top quality service in our fully equipped service department. Open Tues. thru Fri. 8-6, Sat. til 5.

JAMES DISTRIBUTOR—BN Supply, Box 651, La Mesa, Calif. Villiers parts, Custom made parts & acces. Exclusive James dealerships open now.

JOE KOONS SALES & SERVICE BSA, BMW, Suzuki and Vespa. Full line of parts and accessories for all makes. Large quality service department fullystaffed with trained mechanics. Bring in your bike and see what we can do., 1350 East Anaheim, Long Beach. 437-1359 open Mon thru Sat. 8-6.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Phone 770—0603 or 323—8314. Beginners private training course, free riding instruction. Monthly fun ride during riding season. Come in or call for full information.

JENKINS SPORT CENTER, Yamaha Dealer for Long Beach Area. Near top of Signal Hill. We service all makes. Also open Sundays 9—6. In Long Beach at 2620 E. Pacific Coast Hwy. (213) 433—9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Highway, Long Beach. 436-0158. "Best service available, specializing in tune-ups." Triumph, Yamaha, Ducati.

SOUTH BAY HONDA, 1212 S. Pacific Coast Hwy., Redondo Beach. SELF-SERVICE PARTS DEPARTMENT, bank financing. Open 9-9 six days a week. Phone 378-9257.

RIVERSIDE

SKIP FORDYCE MOTORCYCLE CENTER. "We've been told its America's most complete and modern motorcycle center." Honda, Harley-Davidson & Triumph. Main at 14th Sts. in Riverside. OV 4-4747.

BARNES CYCLE SERVICE — HODAKA. We service all makes of motorcycles. 1535 La Cadena Dr., Riverside. (714) 684-8830.

THE TWO-WHEELER Motorcycle City, Suzuki, Bultaco dealer — huge parts inventory. 1655 W. La Cadena, Riverside. (714) 686-0604. Bill Robinson. Manager

SAN BERNARDINO

HARRISON RENO—Bank financing, low-cost insurance. HONDA, BMW, LAMBRETTA sales and service, parts & accessories. 208 E. Base Line, San Bernardino. TU 9-0504.

SAN DIEGO

GUY URQUHART—Triumph, Yamaha sales. Triumph, Yamaha, Indian, Ariel & Cushman parts—1 day mail order service. 1041 Columbia Street.

SERVICES

BARNEY'S MACHINE SHOP, 15745 Lakewood Blvd., Paramount. 634-3545. Cylinder boring, any size. We make anything. Lowest prices. Valves, manifolds, fork braces, Alloy crowns, Skid plates.

BUCHANAN'S FRAME SHOP — Complete frame, fork and wheel service. Custom lacing and custom spokes. Tire skinner and electronic balancing. Before you throw that frame away, see us! 629 E. Garvey, Monterey Park. (213) 280-4003.

HERB LITCH, 5105 Atlantic Blvd., Long Beach. GA 3-1433. Complete machining facilities. Boring, sleeving, valve & seat grinding. Valve seats and parts made to order.

MOTORCYCLE SERVICE CENTER, BULTACO-HODAKA. We Service ALL motorcycles. Complete machine shop for custom work. 220 E. Huntington Dr., Monrovia. Open 6 days, 8-6. Neil Fergus and Gary Griffin, Props. (213) 357-2274.

PRECISION BORING, all sizes 35-mm to 90mm (1⅜" to 3½") valves, seats and special lathe jobs. After 5:30 p.m. All day Saturday. 9252 Claymore St., Pico-Rivera. Phone 695-3101.

2-STROKE SPEED EQUIPMENT

J&R ENGINEERING

1857 Merced Street
El Monte, California 91733

Help beautify junkyards

Throw away something beautiful today

WORLD RECORDS REVISED AT LIONS

Continued from front page

A.H.R.A.
GRAND AMERICAN CHAMPIONSHIPS
LIONS DRAG STRIP

WORLD RECORDS

STOCK

		E.T.	Speed
J/B –Tony Pagliari	Hon	—	81.30
J/B –Steve Cox	Hon	15.51	–
R/B –Wade Zimmerman	Yam	25.33	50.79
MODIFIED			
M/GF–Coonfield & Conover	Yam	—	87.63
M/GF–Steve Rowles	Suz	14.74	–
M/GH–Wade Zimmerman III	Hon	21.32	57.91
M/GI –Tony Nicosia	Hon	17.77	64.14
DRAGSTER			
M/DB–M.L. Disharoon	Har	12.09	114.06
M/DD–Bob Ebeling	Hon	12.68	103.32
M/DF–Bob Braverman	Yam	12.93	101.80
M/DC–Nira Johnson	Tri	11.94	115.83
M/DH–Wade Zimmerman III	Hon	21.21	57.54
CLASS WINNERS			
Top Eliminator:			
M.L.Disharoon	Har	12.17	111.24
Runner Up:			
Leroy Wyman	Hon	14.41	89.19
STOCK			
TOP F/B–Dick Hinson	Tri	14.07	90.27
G/B–Dick Palicz	Tri	16.16	76.72
J/B–Steve Cox	Hon	80.63	15.89
K/B–Kevin Pohl	Har	18.18	65.93
M/B–Jeff Brown	Hon	18.49	66.96
R/B–Wade Zimmerman	Yam	27.90	–
SUPER STOCK			
S/PB–Wade Zimmerman	Hon	22.83	55.76
MODIFIED			
TOP MG/D–Leroy Wyman	Hon	14.41	89.19
MG/C–Clay Jackobson	Match	14.78	96.4
M/GE–Ron Pruter	Hon	—	–
MG/F–Steve Rowles	Suz	14.91	87.04
MG/I –Tony Nicosia	Hon	17.77	64.14
DRAGSTER			
TOP MD/A–Dan Kleiman	Tri	—	–
MD/B–M.L. Disharoon	Har	12.17	111.24
MD/C–Nira Johnson	Tri	12.19	113.12
MD/D–Bob Ebeling	Hon	12.68	103.76
MD/F–B, b Braverman	Yam	13.13	99.11

IRWINDALE RESULTS

TOP FUEL:	Don McAvoy	TRI	10.57 127.00
B FUEL:	Bob Micheals	Har	11.37 124.00
TOP GAS:	Bruce Millar	Har	13.20 101.69
C GAS:	Len Jasmin	Tri	13.78 96.98
D GAS:	Mike Porton	Hon	17.44 68.28
TOP STREET:	Bill Fleming	Tri	12.84 101.37
A	Salvador Estrada	Har	14.00 94.73
C	Dennis Manning	Hon	14.53 90.09
D	Rod Knox	Suz	15.87 77.05

FONTANA RESULTS

A – STREET Joe McNulty – Har
B – STREET Norman Junkermeier – Tri
B – OPTIONAL Mark Lyon – BSA
D STREET – Alan Kwate – BSA
D OPT. – Bob Speier – Hon
E STREET – Bob Lukezich – Yam
F STREET – Lana Mak – Hon
A DRAG BIKE:
Rod Manuel – Har
E.T. BRACKETS:
#2 – Don Harris – Tri
#3 – Bob Sirkegian —
#7 – Jim Sherwin – Har

TRAIL RIDERS ASSOCIATION'S FIRST EVENT FLOPS

By Larry Haley

Why did this very carefully laid out and safety factored event flop? Maybe trail riders don't care about someone trying to do them some good, or maybe the posters didn't get out in time. I hope it's the latter, because only two (2) riders showed up for Dan Watkins' first trail holiday.

Now I know for a fact that over around Little Rock (which is a favorite trail riding area and just one of many places frequented by hundreds of riders) in the past the Sheriffs flew overhead in a $50,000 helicopter with a bullhorn announcing, "You people down there are on private property and we will give you fifteen minutes to clear the area."

This is not the kind of way to spend Sunday with the family on fun bikes, being run off by one law enforcement agency or another.

People up north are having their problems with some clubs doing all they can to keep fun bikes out of their stamping grounds. Fortunately we have a few people in Southern California who are taking it on themselves to try and do something for the trail bike rider, by getting permission to use properties for properly organized events. The Forest Rangers have said they will not interfere with an organized event, but they are going to start getting after the unorganized ones from here on out because of the fire hazard.

If you people who have trail bikes have never been to an organized field meet and poker run, you have no idea what fun you're missing. Watkins' next event will be the third Sunday of next month and every month thereafter. (See the Cycle News calendar) You can even stay out there overnight as there're ample campgrounds.

is the place to check.

It was not all records. By a process of eliminations with handicaping, a top bike was picked from each division. Then came the run for money! M. L. Disharoon went home with heavy pockets after a final run against Leroy Wyman's 350cc Honda. Wyman was given a number of feet head start on Dish's Harley but the distance was not enough to keep the Sportster from getting to the finish first. Considering all of the larger displacement machines, Wyman's success in attaining runner-up is indeed great!

Fifty cc's of a Honda CR bike was the smallest bore machine present. Tony Nicosia was the owner and rider. He is a fairly recent arrival from the east coast and as a result of seeing what our competition here is like, plans on building something larger. Most likely to be a 250cc Suzuki dragster.

IRWINDALE OPENING

In an ideal central location, many spectators were treated to the first day of bikes in competition at Irwindale Raceway.

The top fuel bike honors were taken by Don Mc Evoy's Triumph. The bikes speed was below normal but the elapsed time of 10.57 was great.

One week ago Don Harris turned 10.51 at Fontana with his 650. This would be a great 2 out of 3 match race. Mc Evoy vs. Harris.

Gas burning Harleys seem to be holding all of the honors in this division. First Disharoon at Lions and now at Irwindale, Bruce Millar won the pot turning 13.20 – 101.69.

Bill Fleming and Triumph are a familiar sight in the winners circle. Bill really turned a great 12.84 E.T. in winning top street.

Bob Michaels is back with us again after a temporary retirement for modifications to his well known "Black Knight" Harley. First time and on fuel, 11.37 – 124.00 mph, there are going to be some great things from this bike, maybe even next Saturday as Irwindale goes to night drags.

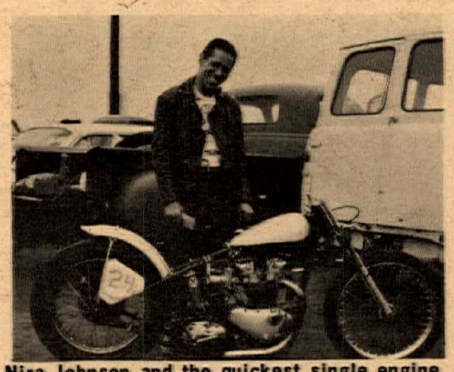
Congratulations, Mr. & Mrs. Butler for a well run opening day.

THE OTHER SIDE

Each column I write leaves me with a guilty conscience, because I cannot mention every drag racing competitor, both the winners and "the other side". It takes both or all of the participants to make this a successful sport and help in the production of an enjoyable day among fellow "cyclists".

NEXT WEEK

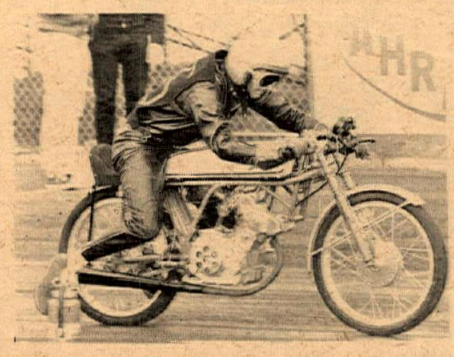
TECHNICAL HOW-TO "Lets build a Frame"



Nira Johnson and the quickest single engine gas bike around these days.

Future plans call for something bigger.

Dick Hinson, top eliminator and world record holder in the stock forty-inch street class.



Fifty cc's a-buzzing, Tony Nicosia shifted all the way to the lights.

VIVA!

THE SENSATIONAL JIMMY ODUM

VIVA!

AFTER 25 STRAIGHT WINS ODUM SWITCHES TO THE MIGHTY MONTESA

Here's the guy to watch and the bike to beat—Jim Odum #99D and his Montesa Scrambler.

Jim, the only Montesa entry in a fighting field of talented amateurs, won the rough, tough and grueling Richmond Scrambles. This is the kind of showing you expect from Northern California's top amateur and the kind of performance you expect from the mighty Montesa.

Take a tip from Jim who has placed a lot of other wins with a lot of other bikes—switch to the winning wheels of Montesa. Do it now! Walk into your nearest dealers and yell VIVA loud and clear!

MONTESA
MOTORS, INC.

Sole U.S. Importer and Distributor
3657 W. Beverly Blvd., Los Angeles 90004

48-HOUR PARTS SERVICE AVAILABLE ANY PLACE IN THE U.S.

J. C. Agajanian Presents

EVERY FRIDAY NIGHT
AMA
FLAT TRACK RACING
Time Trials — 7 p.m.
First Race — 8:15 p.m.
(OPENS APRIL 1, 1966)

50—LAP TT NATIONAL JULY 23 ASCOT

T.T. STEEPLECHASE RACING
First Saturday Night Each Month
(OPENS APRIL 2, 1966)

Ascot Park 183rd & Vermont — Off Harbor Freeway

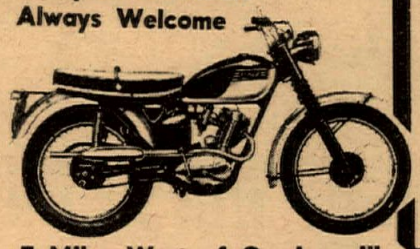
KEN MAELY
the shoeman
Route 2, Box 75B,
Corona, Calif.
Ask the man who wears one!

$22.50 — Send boot or cardboard cutout.
INTRODUCING THE "FLAT-TRACK" RACING BOOT 8" HIGH. LACED WT. 2 LBS. PER PAIR. $15.95

HOME OF CHAMPIONS
IRV SEAVER
BSA • BMW • SUZUKI
SALES • PARTS • SERVICE
2402 N. MAIN, SANTA ANA (714) 542-8691

CANOGA PARK
TRIUMPH
7233 CANOGA AVE. 346-3700

Competition Riders Always Welcome



7 Miles West of Corriganville
Jim & Dusty's

TRIUMPH
BULTACO
GREEVES
HONDA
We Service All Makes
794 Los Angeles St.
Simi, California 526-9955

LAWNDALE CYCLE INC
YAMAHA BSA
VELOCETTE DUCATI
SALES • SERVICE • PARTS • RENTALS
15324 HAWTHORNE BOULEVARD
LAWNDALE, CALIF. • SP. 2-1822 OS. 6-9546
THE FAMILY FUN CENTER

LEGALIZE
something

SIMPSON MOTORS
5475 San Fernando Rd. West
Los Angeles 39, California
DISTRIBUTOR of JUDSON products (including Cycle-Tron transistor ignition) and FRANCISCO OILS and chemicals.

WATCHLESS
HODAKA
SALES • PARTS • SERVICE
EDDIE CROWELL
10427 Prairie, Inglewood
OR.3-9573
Norton

MOTORCYCLE INSURANCE
COMPLIES WITH CALIFORNIA FINANCIAL RESPONSIBILITY LAW
Rates Apply To Both Male and Female, All Ages, Married or Single, Military Personnel, etc.
ASK YOUR MOTORCYCLE DEALER FOR ONE OF OUR APPLICATIONS OR WRITE DIRECT TO;
California Motorcycle Dealers Association
Box 43262, Los Angeles, California 90043

Bodily Injury $10,000 each person, $20,000 each accident.
Property Damage $5,000 each accident $50.00 Deductible.

Displacement in CC's	Premium 12 Months
Up to 66 cc.	$19
67 to 180 cc.	29
181 to 328 cc.	39
Over 328 cc.	49

RESULTS

PROSPECTORS M/C
Perris Recreational Track March 27, 1966

50—100 Am. Ex. Moto
1. Keith Mashburn Hon
2. Hayward Mendenhall Yam
3. Keith Klafs Gil
4. Grant Brown Zun
5. Tony Mason Yam
6. Charles Small Suz

125—175 Am. Moto
1. David Brooks Bul
2. Bill Cooke Bul
3. Phil Wood Yam
4. Larry Krueger Bul
5. Bud Woolever Mon
6. Allen Woods Hon
7. Bill Fulton Hon
8. Robert Lakin Bul
9. Eulene Long Gil
10. Claude Long Gil

175—200 Ex. Moto
1. J. M. Connoly Mon
2. Dave Smith Bul
3. Lee Stumpenhaus Gre
4. Don Ehrhardt Bul
5. Walt Smith Bul
6. Mike Boal Mon
7. L. E. Reed Bul

50—100 Nov. Main
1. Brian Grooms Hod
2. Tom Sherman Hon
3. Bill Ydiando Hon
4. Linus Beall Hon
5. Jim Meriscal Bri
6. Paul Coberly Hon
7. Bill Noble Yam
8. Steve Lilley Hon
9. William Goodman Hon
10. Robert Williams Jr Hon

200 Am. Main
1. Donnie Harrison Bul
2. Gary Geyer Bul
3. Selondo Colombero Bul
4. Mike Smith Bul
5. Paul Studle Bul
6. George Bolinas Bul

250 Novice Main
1. Ron Forsha H—D
2. Robert Graver Hon
3. John Colombero Jawa
4. Paul Rodden CZ
5. Ronald Moore Bul
6. D. E. Kranze Duc
7. Jim Foster Bul
8. Timothy Palmer Bul
9. Dan Carlton Gre
10. Robert Williams Gre

21" Novice Moto
1. Louis Wolf BSA
2. Harold Holladay BSA
3. Ed Young Hon
4. Robert Effinger Jawa
5. R. H. Gunn Hon

500 Novice Main
1. Clarence Pitman Tri
2. Harold Stites BSA
3. Jan Bandringa BSA
4. John Smith Mat
5. G. Miller AJS
6. Bob Ward Mat
7. Steve Bonham BSA
8. Bruce Thompson Tri
9. Darryll Berg Mac
10. Sam Cooks Mat

Open Novice Moto
1. Don Hobbs Tri
2. Linn Kastan BSA
3. Flanner Tri
4. Joe Garban BSA
5. D. E. Kramye Tri
6. Wayne McIntosh BSA
7. Dick Kellstrm Tri
8. Brian Prosser Tri

500 Am. Main
1. Butch Landguth Hon
2. George Scofield Tri
3. Jim Cowell Mat
4. Gary Evans BSA
5. Alvin Summers Mat
6. R. Kouns BSA
7. Richard Oneal Mat

500 Ex. Moto
1. Chuck Minert BSA
2. Mike Haney Tri
2. Ray Prettyman Tri
3. Bruce Jackson Mat
4. Pat Dale BSA

Open Am. Moto
1. Doug Doughlas BSA
2. Don Merritt Tri
3. Albin Dygert Tri
4. Jim Peterson Tri
5. Bob Castle Tri
6. Tom Dodson BSA
7. Gray Kilmer Tri
8. Don Allen Tri
9. Richard Moore BSA
10. Bob Kazulis Tri
11. Jerry Hawkins Tri

Open Ex. Moto
1. Arvil Sparks Tri
2. Frank Harlan Tri
3. Wayne Kizziar Tri
4. Chuck McIntosh Tri
5. Steve Pridham Tri
6. Rick James Tri
7. Marion Maney Tri

250 Am. Moto
1. Bill Cody Mon
2. Ron Root CZ
3. Jerry Hansen Bul
4. Rick Woods Duc
5. James Coates Cot
6. Robert Yaral Mon
7. Kim Kimball Mon
8. Eddie Isabell Bul
9. Karol Snow Mon
10 R. Jacobs Jam

250 Ex. Moto
1. Malcolm Smith Hus
2. Tony Denius Bul
3. Dewayne Keeter Mon
4. Boscoe Burns Bul
5. Swede Savage Mon
6. John Rice Whi
7. Carl Patrick Bul
8. Ron Glasgow Bul
9. Butch Landguth Hon
10 Jerry Geisel Gre
11 Lee Stumpenhaus Gre

RIVERSIDE ENGLISH TRIALS
at Cherry Valley March 27,

Masters Division
1. Bob Grove
2. Jim Wilson

Expert Division
1. Charles Blosfield
2. Forest Wilson
3. Jim Camderon

Amt. Heavy Wt. Division
1. Roger Sides

Amt. Light Wt. Division
1. Sigurd Erson
2. Dean Kerr

SPORTSMEN M/C
Prado Park, March 27, 1966

125—175 Am. Ex. Main
1. Rollie Clark
2. Carry Jones
3. Steve White
4. Don Dobbins
5. Jim Pecorilla

200 Am. Ex. Moto
1. Steve Scott
2. Norm Elledge
3. Jeff Runyan
4. John Lamson
5. Brad Stankey

250 Ex. Main
1. Lonny Walter
2. Steve Scott
3. Dick Mills
4. Bill Silverthorn
5. George Omo Jr.

250 Am. Main
1. Barry Hirst
2. Mike Morrissey
3. Jan E. Crawford
4. Dennis German
5. Jim D. Wright

250 Nov. Main
1. Johnny Carbone
2. Don James
3. Dennis David
4. Ron McDaniels
5. John McGowan

50cc Main Am. Ex.
1. Kirk McDowll
2. Jay Lewis
3. Chris Robinson
4. Stinker Brown
5. Bob Peck

100cc Am. Ex. Main
1. Kirk McDowell
2. Lloyd C. Daley
3. Rick Sherer
4. Marty Endless
5. Dave Brittenham

500 Nov. Moto
1. John Lohof
2. John Verardo
3. Leonard Kaster
4. Gerald Heyler
5. Phil Holcomb

Open Nov. Moto
1. Rollie Clark
2. David H. Welch
3. Ed. Enochs
4. Dale Wilks
5. Tim Hamilton

21" Nov. Moto
1. John Simon
2. Chris Hartman
3. Jack Wilkinson
4. Ronald Lechuga
5. Jim Cassel

SALINAS TT SCRAMBLES
March 20, 1966

200cc Novice Main
1. Chal DeCecco Bul
2. Bill Jamison Ossa
3. Mick Zustiak Bul
4. John Lasseter Tri
5. Bob Goodman Bul

250cc Novice Main
1. Jerry Mather Bul
2. William Budde Hon
3. Fred Doster Par
4. John Bridges Bul
5. Robert Reed Bul
6. Jim Reger Suz
7. Steve Lacey Hon

30.50 Novice M
1. Joe Dolezal Tri
2. Bud Gibson Tri
3. Louie Garcia Tri
4. Larry Day Tri

305cc — 350" Novice Main
1. James Booth Hon
2. Jack Wilkinson Hon
3. Floyd Kenyon BSA

40" Novice Main
1. Dan Clausen BSA
2. Sam Lomanto Tri
3. John Bass BSA
4. Don Naccarato Tri

200cc Am. Main
1. Paul Sales Bul
2. Ed Short Bri

250cc Am. Main
1. Mike Akatiff Bul
2. Don Theroux Gre
3. John Fry Bul

30.50 Am. Main
1. Bob Fortino Tri
2. Chester Claudino RE

40" Am. Main
1. Frank Sanchez Tri
2. Bruce Andersen BSA
3. Charlie Lomanto Tri

200cc Expert Main
1. Lucky Trethewey Bul

250cc Expert Main
1. Roger Goldsmith Bul
2. Jimmie Kehn Bul
3. Mike Yarn Ossa
4. Gene Starnes Bul

40" Expert Main
1. John Lomanto Tri
2. John Fraser Tri
3. Jorge Jorgensen RE
4. Bob Jacobs Tri
5. Manuel Romero Tri

LOST ANGELS M.C.
HARE SCRAMBLES
March 20, 1966

Dick Vick	OE	Tri
Larry Bergquist	OE	BSA
G. Cole	250Ex	Gre
Bob Belt	250Ex	Gre
Bud Harvey	OA	Tri
R. Price	OE	Tri
B. Staats	OA	Tri
G. Robyn	250Am	Gre
John Coots	250Ex	Mon
Ron Frye	250Ex	Bul
Ben Bols	OE	Tri
R. Rondell	ON	Tri
J. Geltz	ON	Tri
V. Cole	250Am	Bul
D. Houser	250Ex	Bul
M. Burk	OA	Tri
D. Kline	250Ex	Gre
J. Vesley	500Am	Tri
D. Ekins	250Ex	Suz
Gary Preston	OE	Tri

Open Am. Main
1. Ben Fakkeldy
2. Gary Parker
3. C. D. Gerardy
4. Ken Watkins
5. Lonny Walter

500 Ex. Moto
1. Jim Hunter
2. Monte Darling
3. Phil Brown
4. Darwin Ballard
5. R. S. Reel

500 Am. Moto
1. Harry Lewellyn
2. Victor Nelli
3. Terry F. Hunt
4. John Hosack
5. Bruce Jackson

Open Ex. Moto
1. Jim Berry
2. James Bassey
3. Jerry Willingham
4. Joe Roberts
5. Jim Ashmore

21" Am. Moto
1. Bob Forster
2. Mike Posey
3. Gary Fine
4. Jack Kavanaugh
5. Williard Joiner

SPRING TIME IS TRAIL TIME

Own five acres of land in the heart of Antelope Valley's trail riding area. Buy property now.

$17.50 Down & $17.50 per Mo.

Larger parcels as low as **$125.00 per acre**

CLYDE JENSEN, Realtor
2949 Sierra Highway
Box 746, Rosamond, Calif.

BAY MARE M/C TRACK
PRESENTS
MONEY SCRAMBLES
SUNDAY, APRIL 3rd
CASH PRIZES
PRACTICE 8:30 Lightweight Am. & Ex.
11:30 Heavyweight bikes
8 entries make a class. Regular scrambles classes and rules
Limed from Ventura Fwy & Hwy 34 offramp, near Camarillo

YAMAHA OWNERS THE SECOND ANNUAL
YAMAHA SAFETY A GO-GO IS COMING –

MECHANIC NEEDED

Top pay & Benefits for the right man – Experienced only need apply – IN PERSON.
Ask for Dan Doyle at
HONDA OF WILMINGTON
530 WEST ANAHEIM STREET
WILMINGTON, CALIFORNIA

WANT ADS

HELP WANTED

HIGH SCHOOL GRADUATE with journalistic ambitions and good English, willing to start at the bottom and learn the Cycle News business. Preference will go to applicant with wide range of experience incl. photography, typing, cycle riding, writing and managerial. Send resume and wage expected to Cycle News, P.O. Box 498, Long Beach

----HELP----

WE NEED A FULLY EXPERIENCED parts man and Salesman. Highest possible pay for the right man or men. New store and major brands. Call (213) 849–7295 or apply in person at Suzuki Fun Center, 515 N. Victory Blvd., Burbank, Calif.

FACTORY RACER 1963 GREEVES with Challenger Pistons, Ascot winner, expert tuning. $500.00. Call El Monte 443–9255. Daniel Parrino, 11432 Slack Rd., El Monte.

1963 BONNEVILLE TRIUMPH

650cc–Lots of chrome with candy apple blue, 10,300 miles, excellent condition, original owner, going in service $800.00. Dave Rossi, 14728 Bledsoe St., Sylmar, Phone 213-367-361.

'60 MATCHLESS SINGLE. Rebuilt Engine good condition – $400. Contact Tom. Phone (213) 78–25983 after 5 p.m. or weekends.

LARRY HALEY COVERED THE LAST DESERT event and took action pictures. Were you there? If so, I may have a picture of you available in black and white or color. Look for the Cycle News truck at all desert events, watch for your riding number marked on an envelope hanging on the side of the truck, or contact me at P.O. Box 813, El Monte or call 444-3445. Club and group shots on request.

WANT AD

Immediate opening for 2 H–D mechanics. Excellent opportunity for the right men. See or write to: Harley-Davidson of Los Angeles, Rich Budlier Co., 2531 S. Main St., Los Angeles, Calif. Phone 749–6235.

FOR SALE 500cc J.A.P. Engine completely re-built. Ready to race. Must see to appreciate. Fuel tire's and spare parts included. Price $500.00. Phone 9 to 5: GR 3-6717. Warren N. Murphy, 11975 Santa Monica Blvd., West Los Angeles 25, Calif.

BSA GOLD STAR 500cc. Fiberglass seat 1–9/16 Del Orto Carb. Set up for TT Scrambles $395.00. Phone (213) ED 7-2568, George Fisher, 4519 Hornbrook, Baldwin Park, Calif.

HARLEY–DAVIDSON SPRINT–CR short rod racing engine – factory flat track wheels and frame – main event winner at Ascot in 1965–rebuilt engine, extra gearing and spare parts –$800.–contact Barry Whitmore, 7223 Beck Ave., North Hollywood, Calif.

HAVE SAIL BOAT WILL TRADE

13 ft Lark boat for a motorcycle. Value of boat $400.00. Call after 5:00 pm (714) 987–1988.

62 TRIUMPH 650cc, Nu paint and tires rebuilt. $600. Nu seat set up for desert, 19 in. alloy rim. 2 Pirelli Tires $33.00. Phone 899–5319.

HONDA MECHANICS & SALESMEN NEEDED

Experienced men wanted for top notch positions. Good pay and fine working conditions, paid vacations and hospitalization insurance. Mechanics we supply your uniforms. Interested

Mechanics we supply your uniforms. Interested? Apply in person at Norm Best Motors, 8461 W. Commonwealth Ave., Buena Park.

1961 MATCH. 500 DIRT SET UP Complete – Excellent condition $450 firm. EMP 1–3154 Ralph Gamble, 13559 Foothill, Sylmar, Calif.

M.V. 125 LESS HEAD – $85.00 M.V. 175 Engine – $45.00 Ducati 175 Custom $300.00 Fairing – $40.00, Megaphone, Clip-on's – $10.00 ea. Stanley Wegner, 7422 Gloria, Van Nuys, Calif.

"65" BULTACO TORQUER 250cc For Sale–$700.00. AT 4-3566 – AT 8-1487. Wm. J. Jarl 3235 Prospect, San Gabriel, Calif.

1963 BSA GOLD STAR SINGLE ROAD RACER. Very neat and clean–must be seen to appreciate. Many hours of work and only the best road racing accessories were used in its construction. $695.00. Call 714–522–4279. Todd Millar, 6078 LaCanada Cr., Buena Park, Cal.

CLOSE OUT '66 COTTON COBRA DEMO – Like new $595. complete. See at 1000 Oaks, Yamaha Gifford Eng'g., 2937 Los Feliz Dr., 1000 Oaks, 805–495–5617 Sundays 12–3 P.M.

PUT PROVEN PERFORMANCE in your two-stroke with a hop-up by Power Research (A.C.A. Road Racing Champions, 1965) Your Yamaha or Bultaco can go faster! Write or call: Power Research, 269 Orange Ave., Goleta. PL 805–967–8919.

TRIALS WINNER–That's who you can be on this A-1 1964 Greeves Trials 250! $495 – Power Research, 269 Orange Avenue, Goleta. Ph. 805–967–8919.

WANTED – PARTS MAN – Experienced on motorcycle parts. Start at $125.00 per week. Dale Brown Motors, 2441 Long Beach Blvd., Long Beach, Calif. Phone 427–8941.

WANTED–MECHANIC Experienced on Ducati-Norton-Bultaco. Start at $125.00 per week. Dale Brown Motors, 2441 Long Beach Blvd., Long Beach, Calif. Phone 427–8941.

FOR ADULTS ONLY
The Horstman SUPER-CYCLE

SPECIAL HODAKA
with rigid rear suspension.....$295.
CUSTOM HODAKA
with Swinging arm suspension...$315.
Hodaka 90cc Eng.....$139.50
Mounting Kit to fit Rupp cycles.....$54.95

HORSTMAN MFG. CO.
1301 S. Shamrock, Monrovia, Calif.
359-2578

9 horsepower, 70 lbs.

PROSPECTORS M/C
Perris Recreational Track
March 27, 1966

50–100cc Nov. Main
1st Place
BRIAN GROOMS–HODAKA

HODAKABILITY IS THE WAY TO WIN

AREA DISTRIBUTOR IN SOUTHERN CALIF.
BELOW KERN COUNTY LINE
H. A. NELSON
(213) 243-1017
Glendale, Calif.
SEE YOUR HODAKA DEALER

WRITE AD HERE – ENCLOSE CURRENCY

Headline in **BOLD TYPE** $1 extra.
picture $3 extra

Name.....

Address.....

City..... State.....

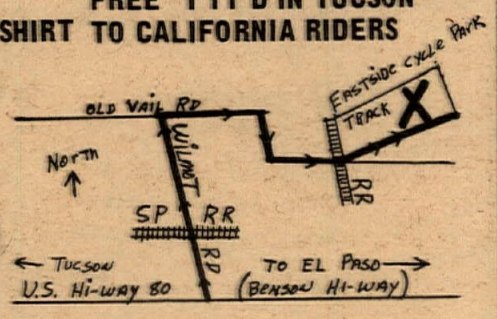
$2

WANT ADS, Box 498,
Long Beach, Calif.

TT IN TUCSON EASTER SUNDAY APRIL 10

PRACTICE 9 a.m. to Noon. Racing Noon til?

FREE "I TT'D IN TUCSON" T-SHIRT TO CALIFORNIA RIDERS



Drive or ride out Highway 80 (east) to Wilmot, turn left to

EASTSIDE CYCLE PARK

"JUST FOR FUN, TRY TUCSON!"

1/2*MILE GRADED & OILED COURSE WITH 3 JUMPS & FUN

Refreshments, facilities, landing field overnight camping

"A REALLY GREAT TRACK"

DEALER ELECTED PRES. OF ROTARY CLUB

Last week Irv Seaver, well-known BSA-Suzuki dealer, was elected President of the Santa Ana Chapter of Rotary International, a businessman's service club. Irv and Mrs. Seaver recently returned from a vacation trip to Mexico on their cycles and have promised CYCLE NEWS the story of their adventures. So all you travel bugs keep tuned in. You have a treat coming.

LET US SPRAY

It took Michaelangelo 20 years to paint the ceiling of the Cistine Chapel, and he didn't even use "Kandy Kolors." Ray the Spray, candy paint specialist at Carson Richfield Station, 1785 Bellflower blvd., works somewhat faster than Mike, but every bike he paints is no less of a masterpiece.

For mentioning CYCLE NEWS you get the special deluxe job for only $38.50 including filling dents, sanding, spraying and covering all your cycle parts and helmet to match in any brilliant candy color. Ray is also expert at fogging and special effects. So there's no need for you to look dull now that spring is here. Buy your favorite cycle a new coat for the Easter Parade.

ROAD RIDERS RAFFLE H-D

With all proceeds going to the City of Hope (except, we hope, 20% to be used to publicize their good deed), the Southern California Road Riders Committee are raffling off a brand new Harley-Davidson M-50 funbike for $1 per ticket. Tickets may be purchased from any Road Riding club member or at Harley-Davidson dealers throughout Southern California.

SPECTATORS TO WIN PRIZES AT SPROCKETS SCRAMBLES

A Honda 50, donated by Motorcycle Center and a couple of helmets from Butts Mfg. will headline the door prizes offered by the Sprockets M.C. at their coming scrambles, April 24th at the Sprockets Park in Bakersfield. Other prizes donated by leading businesses in the sports are: a case of Valvoline Oil, one first class subscription to Cycle News and 24 cans each of STP oil treatment and gas treatment.

IMPERIAL BEACH TT
APRIL 17, 1966

Boys Club Benefit Race sponsored by the OILERS MOTORCYCLE CLUB

Don't miss it!

(Trophies to be presented by Holiday Honda and Hodaka, 249 Broadway, Chula Vista) Limed from Highway 101 and Imperial Beach Turnoff

Well-watered and graded course!

FREE M/C MOVIES!
EVERY HOUR Sat. from 11am
Mon. & Fri. 7 & 8 p.m.
NEW SHOW EVERY WEEK

SEE! "64 Jackpine"
SEE! "Thruston 500"
SEE! "Catalina Grand Prix"
"Hunting with Honda", and many more
"It's a Pleasant Ride to Riverside"

Riverside MAIN & 14th
Skip Fordyce Motorcycle Emporium

NATIONAL MOTOR SUPPLY CO
DISTRIBUTOR FOR
GOODYEAR
Motorcycle Tires & Tubes
Largest stock on West Coast
Dealer Inquiries Invited
QUALITY MOTORCYCLE ACCESSORIES ALSO IN STOCK
NAMSCO
PHONE: 213 633-5178
15710 Garfield Avenue, Paramount, California 90723

Bill Krause HONDA
TRIUMPH *Greeves*
1257 S. LA BREA 671-0407
INGLEWOOD

ATTN: Gilera Owners
go fast this summer
come in for a FREE SPEED KIT estimate
–Special kits for scrambles, flat track, desert, drag
LONG BEACH GILERA
2142 Long Beach Blvd. 591–1389
-Suzuki too

100% FINANCING OAC
Open 7 Days
Montesa *Greeves*
Hockie's Motorcycles 22025 S. Figueroa Torrance
Phone 328-1242
BSA -HODAKA- *Yamaha*

AWARD MOTORS, INC.
TRIUMPH
SUZUKI • DUCATI
BULTACO
SALES•PARTS•SERVICE
SPEED TUNING ROAD & RACING ACCESSORIES
1680 NEWPORT BLVD. COSTA MESA, CALIF.
(714) 642-4343

Have Your Bike Tuned
COTATI
1st Overall 350cc G.P.
(52 sec. ahead of Norton Manx)
CARLSBAD
1st 500cc Production class
1st 50cc Grand Prix
WINNING HONDAS TUNED HERE
ALHAMBRA HONDA
1448 West Main St., Alhambra
Phone 281-7143

SUBSCRIBE NOW BE INFORMED FOR THE YEAR

CYCLE NEWS

$5 FOR ONE YEAR

Please send me CYCLE NEWS for the coming year.

☐ $5 Payment is enclosed. I enclose $12.50 Or bill me ☐ for a one year first class mail subscription.

☐ Bill me later.

Please print name.....

Address.....

City..... State..... Zip.....

Mail to CYCLE NEWS, 1185 E. 19th St., Long Beach, Calif. 90806.

(NOT RESPONSIBLE FOR CASH IN THE MAILS)

prices are for U. S. addresses

THE FINISH LINE

By ROXY ROCKWOOD

Roll 'em out for another 30 Friday nights. The curtain goes up on Sammy Tanner and company this Friday night and the weekly Steeplechase is underway once again at Ascot Park.

Things could be different this year but Tanner starting his 11th year of racing is still the head and shoulders favorite to win more than the rest of the pretenders to the ½ mile crown. Ralph White and Dan Haaby will again team up to try and stop Sammy from winning. The reliable old BSA singles will come out of mothballs once more to try for the headlines at the only track that appears left for them to win on.

The top amateurs from last year will break out H—D's, Velos, BSA's, Triumphs and Enfields for their first attempt at racing with the big boys. First year experts are like cannon fodder at Ascot. It might be different this year.

A whole raft of new novice riders bow in this Friday and it is anybody's guess who will be the number one boy. It usually is not a rider who has been burning up the scrambles tracks in the area.

BSA in the big bikes and Yamaha in the novice class have held a tight grip on the main events in past seasons. Friday night can give you a pretty good idea if the brands will do it again in '66.

TT SPECTACLE UNDER LIGHTS

On Saturday night the TT riders return for another fling over the jump and around the turns. Hammer and Mulder have each won one with Van Leeuwen playing a good supporting role. Things should not be too much different this time around.

The novice TT'ers compete for the first time under the lights. The new short course for the small jobs should put a real sliding show with the track always much faster after dark.

The night racing season is here and will stay with us from now until next November. Race time every Friday night is set for 8:15 pm. The same goes for the once a month TT events that now run on Saturday nights.

INDOORS RETURNS

One week from now on Saturday night, April 9th, the lightweights return to the indoor paved track at the Long Beach Arena. They go for the final time on April 30th.

Riders who want to road race, AMA style, should get ready when Carlsbad hosts its first professional event in May and the following week the new road race course at Ft. Worth, Texas is opening with a money race with a special invite to all Californians to receive some of that Texas hospitality.

Will have more on the two road races in the next few weeks. The race at Carlsbad may be the final warmup before the national event in September.

RULES (Continued)

reprimand inflicted by the Chairman as punishment for corrupt practices.

Sec. 2: For ungentlemanly conduct or willful infraction of these Rules, the Referee may suspend any rider for the remainder of any event and may require that any offensive attendant be removed from the grounds. (#29)

Sec. 3: For insubordination, talking back, and for minor offenses generally, the Referee may fine a rider from $5.00 to $10.00 for each offense. (#30)

Sec. 4: For major offenses, corrupt practices and for violations of the printed rules, the Chairman of the Executive Board may fine a rider up to $50.00 for each offense, or suspend him for any period up to permanent disqualification. (#31)

Sec. 5: Disqualification entails the loss of any rights with regard to any event in respect to which the cause of disqualification arises, and may be extended by the Official Referee to apply to any other event of the same rally or run. (#32)

Sec. 6: If a protest against any machine which has won or taken part in competition be upheld, such machine and its rider shall be regarded as not having taken part in the competition and the other riders shall be placed accordingly. (#33)

Sec. 7: Any legitimate expense to which the Official Referee may be put as the result of a protest must be paid by the protesting party and the Referee must demand in advance from the protesting party a deposit sufficient to cover, in his opinion, the expense which may be incurred incidental to such protest. (#34)

Sec. 8: Any promoting club failing to enforce and abide by the AMA and Supplemental Rules may in addition to other penalties be fined up to six eligibility points on their RRC Calendar standings.

G. FORMS

Sec. 1: Protest to Referee or Chmn. of the Executive Board on appeal.

To be printed on the blank side of a 3x5 file card.

Official RRC Referee (Chmn., Exec. Board)

Dear Sir:

Please find herewith $..... as a fee for a protest against.....

AMA#.....IN CONTEST.....

held by.....

under Sanction #.....Date.....

Signed.....AMA#.....

Address.....

List one specific cause for protest and initial:

Sec. 2: Appeal from the Chairman of the Executive Board to the AMA Competition Committee.

See Art. XXXXI Sec. 4 of the AMA rules.

H. OFFICIAL JUDGING FORMS

Sec. 1: The forms set forth in this section shall be used by all promoting clubs for judging purposes and the completed cards shall be returned to the RRC Referee within 5 days of the completion of the rally, tour or poker run.

Sec. 2: Each form shall be printed on a 5x7 file card. Refer to Para. C, Art. I, Sec's 1, 2, 3, 4, 5, and 6, for judging standards.

Sec. 3: Dress Competition, Solo, Sidecar and 3-Wheel

Name.....

AMA#.....Lic#.....

Class.....CC.....

Judging standards shall be to RRC Supp. Rules.

SAFETY AWARD
0, 1, or 2 points

1. Tires ..... (condition)
2. Horn (tone) ..... (volume)
3. Headlamp ..... (dim & bright)
4. Brake Light ..... (operative)
5. R-Vw Mirrors.....
6. Turn indicator..... (operation)
7. Tail lights ..... (operative)
8. First aid Kit .....
9. Fire Extinguisher .....
10. Flares .....

APPEARANCE (award 0(1, or 2 pts.)

1. Cleanliness (motorcycle or dress).....
2. Neatness .....
3. Uniform .....
4. Helmet(s) .....
5. Display .....

TOTAL POINTS .....

JUDGE'S SIGNATURE.....

Sec. 4: Dress Competition: Club, couples and family.

Name.....

Charter#.....AMA#.....

Club.....Couples.....Family.....

Judging standards shall be to RRC Supp. Rules

GENERAL APPEARANCE (2 pts max.)

1. Shirts ..... Award 2 pts. if matched
2. Pants ..... 1 pt. for near match
3. Caps ..... 0 pt. for mis-match
4. Ensemble.....
5. Insignia.....

Helmets: Deduct 5 points if not displayed....

Safety and practibility of uniform (20 pts. Max.) .....

General conduct while observed (15 pts. max.) .....

FOR CLUBS ONLY: 10 pts. maximum

Percentage of members in uniform .....

6 members or more must appear for judging

Largest Club: Count number of members in uniform. .....

TOTAL POINTS .....

Judge's signature.....

Sec. 5: Master Tally Form.

CLASS.....

LIC.#	.....	LIC.#	.....
Safety	.....	Safety	.....
Appearance	.....	Appearance	.....
TOTAL	.....	TOTAL	.....

* *

LIC.#	.....	LIC.#	.....
Safety	.....	Safety	.....
Appearance	.....	Appearance	.....
TOTAL	.....	TOTAL	.....

* *

LIC.#	.....	LIC.#	.....
Safety	.....	Safety	.....
Appearance	.....	Appearance	.....
TOTAL	.....	TOTAL	.....

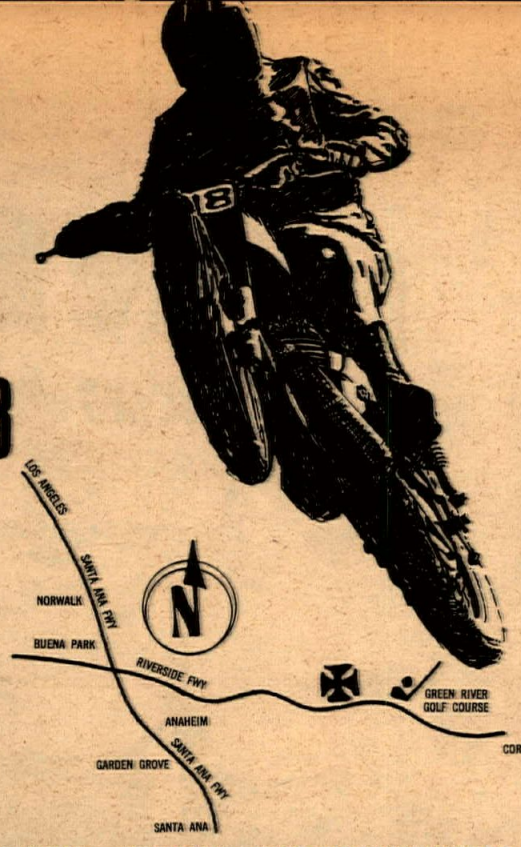
* *

LIC.#	.....	LIC.#	.....
Safety	.....	Safety	.....
Appearance	.....	Appearance	.....
TOTAL	.....	TOTAL	.....

* *

MASTER JUDGE'S SIGNATURE.....

IRVINE MOTO CROSS APRIL 3



aca

ROUGH AND SANDY KNOBBY TIRES RECOMMENDED

F.I.M. Rules — All Clubs Invited

Entries Close 10:30 — All Classes

Inquiries 145-B West Whiting, Fullerton – Phone 847-7629

BSA DRAGSTER HEADQUARTERS

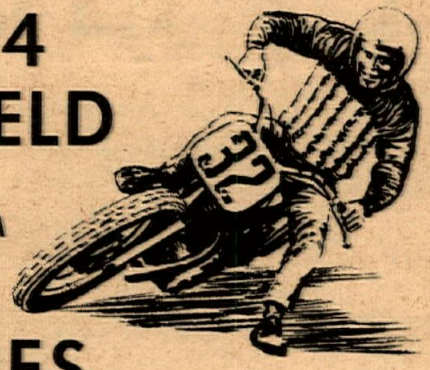
SIRKEGIAN MOTORCYCLE EMPORIUM

PARTS - SALES - SERVICE - NEW - USED

15006 East Arrow Highway, Baldwin Park, Calif. Phone 338-7010

APRIL 24

BAKERSFIELD



CALIFORNIA, ARIZONA & NEVADA

Third Annual

Tri-State Classic

SCRAMBLES

AT SPROCKETS PARK

located at the bottom of China Grade Loop, near Bakersfield

STARTING TIME: 10 a.m. Small Bikes
12:30 a.m. Big Bikes

Sponsored by the Sprockets Motorcycle Club for the benefit of

BOY SCOUTS OF AMERICA

(MAIL ENTRY BLANK WITH ENTRY FEE CHECK OR MONEY ORDER POSTMARKED BEFORE MIDNIGHT 18th APRIL)

Deadline for tech. inspection, 9:30 a.m. and 12 noon day of the races. Mail Entries to Sprockets M.C., P.O. Box 6132, Bakersfield, California.)

ENTRY FEE (MAIL ENTRIES ONLY) $1.25

American Motorcycle Association District 36 A

Official ENTRY BLANK RIDING NO. .....

CIRCLE ONE... Novice.... Amateur.... Expert I.... Expert II

I will ride a..... Motor No..... Cu. In.....

A.M.A. Number..... Expires..... Club Affiliation .....

Print Name..... Address .....

City ..... State .....

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and I further agree to hold blameless the American Motorcycle Association, Inc., the Contest Committee, the Director of Contests, the Promotors, the owners of the premises or any of the lessees, for any loss or injury to myself or property, and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason of my participation in this contest.

HAVE YOU READ THIS ENTRY BLANK?.....(Answer YES or NO)

Rider's Signature ..... Rider's Age .....

CAUTION: Parents must co-sign if rider is under 21 years of age.

Parent's Signature ..... Address .....

Left to right-Dan Doyle, Ray Hodges, Dick Morgan, Chuck Fondren, Lucho Morales, Coco Campbell, Sandy Thomas, Jim Weaver, Gordon Gregson

VICTOR

Second time in competition on the startling new 441cc BSA Victor single, Chuck Minert again runs away with first place in the 500cc Expert Class at the Prospectors M.C. TT–Scrambles, Perris Recreation Park, Sunday, March 27, 1966.

THAT'S TWICE... THE VICTOR

from the exciting world of BSA

for the name and address of the dealer nearest you, contact
BSA MOTORCYCLES – WESTERN
3074 Broadway, Oakland, Calif.

Meet The People at Wilmington Honda

Pictured nearby are Dan Doyle and the employees of Honda of Wilmington This is the progressive motorcycle sales and service agency in the Harbor area that believes in the motto, "Large enough to serve you, but small enough to know you." Apparently they are doing just that.

In business only since May 1965, they satisfied 800 new Honda-owners last year, and are aiming toward 1500 happy new bike riders this year, by continuing to follow their program of service and friendly selling.

Honda of Wilmington stresses such services as teaching new bike owners how to ride safely. "You'd be surprised how many people buy a motorcycle without knowing how to ride one," says Dan. "Or, better yet, how many would buy one if some qualified person would teach them to operate it and not just send them off wobbling down the block with one foot dragging." Dan doesn't intend that this experience should happen to a customer of his, not only is it dangerous, it's a dis-service to a client and Honda of Wilmington wants their customers not only to get home safely on their new Honda, but to come back if ever they need anything else.

All the staff are friendly and courtous, and are never too busy to answer a question or try to solve even the smallest problem. As Doyle often remarks, "what may be a small matter to us as experienced people in the field, may be a big worry to a customer with perhaps his first motorcycle. Especially if that same customer is also wondering if anyone is going to bother with him now that he's paid his money and bought his machine."

Well, Honda of Wilmington bothers. Dan Doyle promises his customers won't be put down, before and after a sale. "So hop on the Harbor freeway and come to the port", says Honda of Wilmington's crew. They'll be looking for you!

Located down where the sea breezes blow, the shop is a pleasant ride from anywhere.

Dan employs a few racers there who can give you some real help if it's speed your after, or some tuning on your competition Honda. But if you do all your riding on the road, they'll still give your machine superior attention, even if it wears a headlight instead of a number plate. Racing experience can often be of use on a street motorcycle.

Doyle himself sponsors a car dragster that is an absolute bear-cat, being among the fastest six rail-jobs in the country. It's a Chrysler-powered double A gas job that can turn 210 m.p.h. in 7.55.

"Hondas come in all flavors these days" Dan points out. "From 450's all the way down. And by the way," he hints, "we could use a few trade-ins right now. Our used bikes are going fast." Does that mean bigger trade-in allowances? "Yes!"

(Advertisement)

HONDA OF WILMINGTON
100% FINANCING
530 W. Anaheim
Wilmington
830-2500